

# Contamination Screening Evaluation Report



## DRAFT ENVIRONMENTAL IMPACT STATEMENT

FPID: 410981-2-28-01

FAP: None Assigned

### **Gulf Coast Parkway connecting US 98 in Gulf County with US 231 and US 98 (Tyndall Parkway in Bay County**

The Gulf Coast Parkway is a proposed new four-lane divided, controlled-access, arterial highway, approximately 30 miles in length. The proposed facility would provide an urban typical section with bicycle lane and sidewalks in urban areas and a rural typical section with a multi-use trail on one side of the highway. The proposed new road would also provide a new high-level bridge across the Gulf Intracoastal Waterway (ICWW) to connect US 98 in Gulf County, Florida with US 231 and US 98 (Tyndall Parkway) in Bay County, Florida.



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## LIST OF ACRONYMS

Acronym	Name
AASHTO	American Association of State Highway Transportation Officials
AFB	Air Force Base
AIRS	Aerometric Information Retrieval System
AST	Aboveground Storage Tanks
CDL	Clandestine Drug Labs
CERCLA	Comprehensive Environment Response, Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
CR	County Road
CSVH	Conservation Habitation
DEDB	Dibromide Ethylene Data Base
DOD	Department of Defense Sites
DOT OPS	Department of Transportation Office of Pipeline Safety
ECHO	Enforcement and Compliance History Online
EDB	Ethylene Dibromide
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement
ERNS	Emergency Response Notification System
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, & Rodenticide Act
FINDS	Facility Index system/Facility Registry System
FTTS	FIFRA/TSCA Tracking System
FUDS	Formerly Used Defense Sites
GCP	Gulf Coast Parkway
GIS	Global Information System
HMIRS	Hazardous Materials Information reporting system
HSG	Hydrologic Soil Group
ICIS	Integrated Compliance Information System

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ICWW	Intracoastal Waterway
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN RESERV	Indian Reservations
INDIAN UST	Underground Storage Tanks on Indian Land
Inst Control	Institutional Controls Registry
LRTP	Long Range Transportation Plan
LUCIS	Land Use Control Information System
LUST	Leaking Underground Storage Tanks
MINES	Mines Master Index File
MLTS	Material Licensing Tracking System
MPO	Metropolitan Planning Organization
NHS	National Highway System
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRCS	Natural Resources Conservation Services
NWFBIA	Northwest Florida Beaches International Airport
NWFRPM	Northwest Florida Regional Planning Model
NWFTCA	Northwest Florida Transportation Corridor Authority
NWFWMD	Northwest Florida Water Management District
ODI	Open Dump Inventory
PCS	Permit Compliance System
PADS	Panama City Beach (PCB) Activity Database System
PD&E	Project Development and Environment
RAATS	RCRA Administrative Action Tracking System
RACEC	Rural Area of Critical Economic Concern
RADINFO	Radiation Information Database
RCRA Lg. Quan. Gen.	Resource Conservation and Recovery Act Large Quantity Generators
RCRA Sm. Quan. Gen.	Resource Conservation and Recovery Act Small Quantity Generators
RCRA TSD	Resource Conservation and Recovery Act Transport, Storage and Disposal
REDI	Rural Economic Development Initiative
ROD	Record of Decision
SHGWT	Seasonal High Groundwater Table

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SHWS	State Hazardous Waste Sites
SIS	Strategic Intermodal System
SPILLS	Oil and Hazardous Materials Incidents
SR	State Road
SRCR	Site Rehabilitation Completion Report
SSTS	Section Seven Tracking systems
SWF/LF	Solid Waste Facility Land Fill
STRAHNET	Strategic Highway Network
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TRIS	Toxic Release Inventory System
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
UMTRA	Uranium Mill Tailings Sites
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank Database
VCP	Voluntary Cleanup Sites
WWTF	Wastewater Treatment Facility

## SECTION 1 INTRODUCTION

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In accordance with Part 2, Chapter 22 of the Florida Department of Transportation's (FDOT) *Project Development and Environment (PD&E) Manual*, a contamination screening evaluation has been conducted to identify potential contamination areas within or adjacent to the proposed routes for the Gulf Coast Parkway (see project location map in Figure A-1). As part of this study, databases of many different government agencies were queried to identify any contaminated sites in the vicinity of the proposed project. The existing land uses within the proposed project area were also examined in order to understand the current and/or past uses and, therefore, the potential for contamination of the subject parcels. Site visits were also conducted to further assess the possibility of toxic and/or hazardous materials that could possibly be released if disrupted. Historical aerials dating back to 1953 were reviewed to identify potential contamination issues from past activities. Several other methods were employed during this evaluation that will be further discussed in this report. Through these efforts, a total of twenty-seven (27) sites were determined to pose a possible threat of contamination to the proposed alternatives pending location. Of the twenty-seven (27) sites, fourteen (14) were determined to be within 500 feet of at least one of the proposed alternatives.

Contained in the following report are the preliminary findings of the study, the evaluation of potential contamination problems, recommendations to resolve the presented issues, and an overall assessment of prospective contamination areas within the projected alternatives.

### 1.1 PURPOSE

The Federal Highway Administration (FHWA), in cooperation with the FDOT, is considering the addition of a new link in the transportation network of the central Panhandle of Florida. This new link, known as the Gulf Coast Parkway, would provide a connection between US 98 in Gulf County and US 231 and US 98 (Tyndall Parkway) in Bay County, Florida (**Figure 1-1**). The purpose for the Gulf Coast Parkway is to:

- Enhance economic development in Gulf County through provision of direct access to major transportation facilities (regional freight transportation routes and intermodal facilities); improved mobility; and direct access to tourist destinations in south Gulf County.
- Improve mobility within the regional transportation network by providing a new connection to existing and future transportation routes consistent with the Bay County Long Range Transportation Plan (LRTP) and the Gulf County Comprehensive Plan.
- Improve security of the Tyndall Air Force Base (AFB) by providing a shorter detour route.
- Improve hurricane evacuation for residents of coastal Gulf County by providing an additional evacuation route.

It should also be noted that the upgrading of existing facilities does not meet any of the needs listed above as it does not provide direct access to major transportation facilities, does not provide new connections consistent within the regional transportation network of the Bay County LRTP, does not provide a shorter detour route for Tyndall AFB and does not provide additional evacuation route options. However, in addition to the LRTP and the *Gulf County Comprehensive Plan*, the Build Alternatives would be consistent with Gulf County's *Strategic Plan*; the *Port of Port St. Joe Master Plan*; the Florida Alabama, Okaloosa-Walton, and Bay County Transportation Planning Organizations' (TPO) *Regional Freight Network Plan Highways of Commerce*, and the Northwest Florida Transportation Corridor Authority (NWFTCA) *2013 Master Plan*.



## 1.2 BACKGROUND

Gulf County is one of eight counties comprising the Northwest Florida Rural Area of Critical Economic Concern (RACEC), designated by Governor Bush in Executive Order 99-275 on November 8, 1999 and re-designated by Executive Order 04-250. Rural Areas of Critical Economic Concern are rural areas that have been adversely affected by an extraordinary economic event or natural disaster, or present a unique economic development opportunity of regional impact that would create more than 1,000 jobs over a five-year period. Local governments within areas having this designation receive priority under the State's Rural Economic Development Initiative (REDI), as established in Chapter 288.0656 F.S. In addition, the Governor, acting through REDI, may waive criteria, requirements, or similar provisions of any economic development incentive for these areas.

Gulf County, with a population of 15,863 in 2010, had built its economy around two industries that benefited from its abundant natural resources and coastal location: fishing and forestry. In the 1990's, the county's economy suffered two major setbacks. First was the passage of a constitutional amendment banning the use of a certain type of fishing net with a propensity for catching sea turtles which devastated the local fishing industry. This event was followed in 1998 by the closing of the Florida Coast Paper Mill which caused the local unemployment rate to soar to 21.6 percent.

Opportunity Florida, a non-profit, regional economic development organization, was created to strengthen the business environment in the eight-county area designated as the Northwest Florida RACEC by Florida's Governor on November 8, 1999. A RACEC is community or region composed of rural communities, designated by the Governor of Florida, that has been adversely affected by an extraordinary economic event, severe or chronic distress, or a natural disaster or that presents a unique economic development opportunity of regional impact (Chapter 288.0656, Florida Statutes, dated 2012). This designation establishes the designated area as a priority for REDIs and allows the Governor to waive criteria for any economic development incentives<sup>1</sup>.

It was Opportunity Florida that first promoted the development of a new transportation corridor as a measure to improve the economic competitiveness of Gulf County. The project also has been identified in the economic development section of Gulf County's Strategic Plan (2006-2011); in Policy 1.2.3 of Gulf County's Comprehensive Plan; and in Section 2.4.1 of the Port of Port St. Joe Master Plan (2013), which identifies the Gulf Coast Parkway as the Port's primary route for highway freight movements inland, providing the shortest route to I-10 and providing access to the Port of Panama City's intermodal distribution center (IDC). The Gulf Coast Parkway is also included in the NWFTCA revised Master Plan (June 2013).

It is expected that the proposed project would enhance economic development opportunities in Gulf County: by providing improved freight transport between the Port of Port St. Joe and US 231 to I-10, the Port of Port St. Joe and the Port of Panama City's IDC, and the Port of Port St. Joe and the Northwest Florida Beaches International Airport (NWFBI); and by attracting more tourists to the coastal areas of Gulf County and southeastern Bay County through a more direct route from US 231 to US 98 in Gulf County or through improved access between the NWFBI and the coastal areas of Gulf County. Other expected benefits would be improved hurricane evacuation; a shorter detour route for US 98; improved security of Tyndall AFB; and shorter commutes between Gulf County and the economic and shopping centers of the Panama City metropolitan area.

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<sup>1</sup> Florida Department of Economic Opportunity, Rural Areas of Critical Economic Concern, <http://www.floridajobs.org/business-growth-and-partnerships/rural-and-economic-development-initiative/rural-areas-of-critical-economic-concern>, accessed 6/17/13.

## SECTION 2 PROJECT DESCRIPTION

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### 2.1 PROJECT DESCRIPTION

The Gulf Coast Parkway is a proposed new four-lane divided, controlled-access, arterial highway, approximately 30 miles in length. The proposed facility would provide an urban typical section with bicycle lane and sidewalks in urban areas and a rural typical section with a multi-use trail on one side of the highway. The proposed new road would also provide a new high-level bridge across the Gulf ICWW to connect US 98 in Gulf County, Florida with US 231 and US 98 (Tyndall Parkway) in Bay County, Florida.

### 2.2 NEED FOR THE PROJECT

The need for the project arose initially from the depressed economic conditions in Gulf County, Florida. As the concept of improving the transportation network as an economic stimulus for the County was investigated, it became apparent that additional needs could be addressed by the proposed facility. These needs included the relief of congestion on existing roads within the transportation network, improving the security of Tyndall AFB, improving travel times to work and shopping, and enhancing hurricane evacuation.

In order to evaluate the alternatives that would be proposed to satisfy these needs, objectives were developed for each need that would provide a measure of the success each alternative could be expected to achieve in addressing the project needs. The project needs and objectives are discussed below.

#### 2.2.1 Enhance Gulf County's Economic Competitiveness

The need for economic development within the study area, and especially in Gulf County, has been made evident by the inclusion of Gulf County in the Northwest RACEC. The Florida Department of Economic Opportunity defines Rural Areas of Critical Economic Concern as "rural communities, or a region composed of rural communities that have been adversely affected by extraordinary economic events or natural disasters"<sup>2</sup>. This designation, created by executive order of the Governor of Florida, establishes the so designated region as a priority assignment for REDIs agencies and allows the Governor to waive criteria for any economic development incentives. The Northwest RACEC consists of Calhoun, Franklin, Gadsden, Gulf, Holmes, Jackson, Liberty, Wakulla and Washington counties and the City of Freeport in Walton County.

As a result of this classification, several organizations are in place to promote economic development activities in the northwest region of Florida. These include Opportunity Florida, Enterprise Florida, and Florida's Great Northwest, Inc. Each of these partnerships is focused on providing economic development initiatives and supporting activities that create economic advantages in the region; although, Opportunity Florida is more narrowly focused on those counties within the Northwest Florida RACEC.

The Gulf Coast Parkway would also serve as a connection to Strategic Intermodal System (SIS) throughout the region, such as the Northwest Florida Beach International Airport (NWFBI), the Port of Panama City IDC, and the (future) Port of Port St. Joe. The Port of Port St. Joe Master Plan has identified the Gulf Coast Parkway as an important connector to I-10 and to mentioned intermodal facilities. In addition, the Gulf Coast Parkway has been identified by the NWFTCA in the 2013 update of its Master Plan and by the Florida – Alabama, Okaloosa – Walton and Bay County TPOs in their *Regional Freight Network Plan Highways of Commerce* as a

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<sup>2</sup> <http://www.floridajobs.org/business-growth-and-partnerships/rural-and-economic-development-initiative/rural-areas-of-critical-economic-concern>, accessed 6/26/13.

future highway of commerce. The designation of the Gulf Coast Parkway as a future highway of commerce is based on its ability to provide a “higher speed, more efficient alternative to congested areas and moreover would divert through freight traffic away from older, highly urbanized areas not appropriate for heavy truck volumes.”<sup>3</sup>

### **Reduce Travel Times to Employment Centers in Bay County**

The US Bureau of Labor Statistics reports that between 2000 and 2010 the unemployment rate in Bay and Gulf Counties increased by approximately five percent to ten percent. The Gulf Coast Parkway would reduce travel times to employment centers in Bay County providing greater job opportunities for those residents of Gulf County that have suffered from the increased unemployment rates in the county. These employment centers largely reside in the Central Business District located in the downtown area of Panama City which is the largest municipality in the study area region.

### **Improve Access between Enterprise Zones and US 231**

Among the efforts to improve economic conditions in Gulf County is the establishment of Enterprise Zones. An Enterprise Zone is an impoverished area in which businesses are exempt from certain taxes and are given other economic advantages as an inducement to locate there and employ residents. Within the project study area, Enterprise Zones have been designated along US 98 from south of the City of Port St. Joe to County Road (CR) 386, and along CR 386 from US 98 to the Overstreet area. Improved access between these Enterprise Zones and US 231 provided by the Gulf Coast Parkway would encourage development in these areas and contribute to Gulf County’s economic growth initiatives. Additionally, growth in both the Enterprise Zones as well as the other areas where the Gulf Coast Parkway is proposed through Gulf County is consistent with the county’s future growth plans. The Gulf County Strategic Plan (2006-2011) identifies enhancing and improving the regional transportation system among its goals to expand and diversify its economy and employment opportunities. Among the strategies identified to achieve this goal is the strategy of supporting the Gulf Coast Parkway.

### **Provide a Direct Route from South Gulf County to US 231 and Freight Transfer Facilities in Bay County**

According to the *Regional Freight Management Plan Highways of Commerce*, the Port of Panama City’s Intermodal Transfer Facility is intended to function like an inland port<sup>4</sup>. As such, it is a major economic center. The Gulf Coast Parkway would provide a direct connection from south Gulf County to US 231 and the freight transfer facilities at the Port of Panama City IDC. This improved connection would be especially beneficial to the Port of Port St. Joe. Consistent with Chapter 311 Florida Statutes (Florida Seaport Transportation and Economic Development Program), the Port of Port St. Joe is in the process of reactivating waterborne commerce at the port to bring in shippers, manufacturers, and support industries that will create well-paying jobs so badly needed by the community and the region. Among the objectives and policies of the Port St. Joe Port Master Plan 2013 is Objective 2.3 Highway Access and Connectivity. In this objective the Port Authority shall collaborate with local and state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities. Policy 2.3.2 Off-Port Highway Improvements includes working with the FDOT to gain funding for any needed improvements to roads, including the Gulf Coast Parkway, over which Port truck traffic must travel. The Port St. Joe Port Authority and the Gulf County Board of County Commissioners have further indicated the critical role the Gulf Coast Parkway plays in the Port’s reactivation.

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<sup>3</sup> West Florida Regional Planning Council, URS, and DRMP, *Regional Freight Network Plan Highways of Commerce*, 2010, p. 5-6.

<sup>4</sup> West Florida Regional Planning Council, URS, and DRMP, *Regional Freight Network Plan Highways of Commerce*, 2010, p. 5-6.

The Gulf Coast Parkway would provide a symbiotic benefit to both the Port of Panama City's IDC and the Port of Port St. Joe. The linkage provided by the Gulf Coast Parkway to the IDC would expand the variety of economic development opportunities that could occur in Gulf County and improve access to and from the Port of Port St. Joe. The improved access between the Port of Port St. Joe and US 231 to I-10 and the Port of Panama City IDC would make the Port of Port St. Joe more attractive to potential users of the port facilities who, without the Gulf Coast Parkway, would be required to utilize the two-lane State Road (SR) 71 to reach I-10. To access the Port of Panama City IDC, freight haulers would be required to travel either SR 71 to Wewahitchka, to access the two-lane SR 22 to reach the two-lane rural CR 2315 (Star Avenue) in Callaway to travel north to US 231 and on to the IDC; or alternately, travel the two-lane US 98 (Tyndall Parkway) through the coastal communities in Gulf County and southeastern Bay County, through the Tyndall AFB, and continuing on the congested four-lane segment of US 98 (Tyndall Parkway) through the communities of Parker, Springfield and Callaway to reach northbound urban streets connecting to US 231. The more variety in the goods distributed through the Port of Port St. Joe, the greater the potential usage of the IDC.

### **Provide a More Direct Route from South Gulf County to the Northwest Florida Beaches International Airport**

The NWFBI is a part of Florida's SIS. Communities benefit from connecting to SIS facilities because of greater access to economic markets. Gulf County would benefit from the linkage provided by the Gulf Coast Parkway to the airport and other intermodal freight facilities because it would increase the access to goods being shipped via these locations. In addition, the Port of Port St. Joe would become more attractive to potential users through improved connections to I-10 and to intermodal facilities via the Gulf Coast Parkway. The improved access would likely increase the Port's opportunity to expand its facilities to attract clients servicing global markets.

### **Provide a More Direct Route for Tourists Traveling US 231 to South Gulf County**

Gulf County must compete with Bay County for tourist dollars. Bay County has an estimated seven million people visit their beaches annually. While Gulf County does not experience the same level of tourism that Bay County has, its "economy is so dependent on their tourist population any reduction in the tourist population would have negative impacts to the overall economic health of the County"<sup>5</sup>.

Access to Gulf County beaches is mostly by US 231 to US 98 (Tyndall Parkway); then through the communities of Springfield, Callaway, and Parker; across the ICWW; and finally through the Tyndall AFB Reservation to the desired destination. An alternate but little used route is the two-lane SR 71 or SR 71/CR 386, depending on the destination. A new, more direct route bypassing the congested sections of US 231 and US 98 (Tyndall Parkway) and allowing for high-speed travel would make the Gulf County beaches a more accessible destination, especially for tourists utilizing US 231.

The Gulf Coast Parkway would also provide a direct route to south Gulf County recreational resources along the coast. Additionally, the improved connection between the NWFBI and Gulf County would also make the coastal communities more accessible and appealing for tourists.

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<sup>5</sup> Gulf County, *Evaluation and Appraisal Report*, 2007, p. 2-3.

## **2.2.2 Improve Mobility and Connectivity within the Regional Transportation Network**

The *Regional Freight Network Plan Highways of Commerce* notes that trucks accounted for 93 percent of the region's freight movements<sup>6</sup>. At the same time the report notes that Bay County's freight issues include problems or needs such as chronic delays by congestion (especially seasonal traffic), capacity constraints, chokepoints, impeding heavy vehicles, better access to specific sites, and/or safety problems, including those due to the incompatibility of truck traffic with the surrounding area<sup>7</sup>.

The proposed project would provide a new link in the regional transportation network. Gulf Coast Parkway would connect with other regional transportation facilities, like Tyndall Parkway, and relieve congested segments of existing roadways, like US 98. Gulf Coast Parkway would also improve access within the region by providing connections to other regional facilities such as the Bay County IDC, the NWFBIA, The Eastern Shipyard, and the Port of Port St. Joe. It would also route through freight traffic away from incompatible land uses in the congested urban area.

In addition, the proposed project includes a provision for a shared use path along the rural typical section and a bike lane and sidewalks along the urban typical section. These facilities would provide another mobility option that is not currently present and is consistent with state policy (Section 335.065 F.S.) requiring the provision of bicycle and pedestrian facilities in conjunction with construction, reconstruction, or other change of any state transportation facility.

### **Reduce Congestion on the Tyndall Parkway (US 98)**

US 98 (Tyndall Parkway) north of the Tyndall AFB Reservation currently operates at Level of Service (LOS) F, LOS C is the established accepted standard for this roadway. The addition of the Gulf Coast Parkway to the regional transportation network will benefit US 98 by providing an alternative roadway to relieve traffic congestion along this roadway and therefore improving the LOS at which the roadway currently operates. The Gulf Coast Parkway will also extend the time before improvements on the existing network are needed by transferring some of the through traffic to a new road with added capacity, providing a more balanced highway network.

### **Provide Future Traffic Capacity between South Gulf County and Bay County**

Prior to 1990, Gulf County experienced slow, but steady growth at a rate of around 6%. However, between the 1990 and 2000 census, Gulf County's population increased by 16.1%. The US Census Bureau shows that between 2000 and 2010 the Gulf County population increased by 15.9 percent. However, the Gulf County *Evaluation and Appraisal Report*, which based its calculation on the *Bureau of Economic Research* estimates, notes that the County experienced only a moderate population increase from 2001 to 2005 and that most of this increase could be attributed to expansion of the prison system.

In order to account for the effects of the 2008 recession, the Bureau of Business and Economic Research medium population projections, which are updated annually, were used to estimate the future population in the study area. The medium population projections were utilized for Gulf County because those are the estimates utilized in the *Gulf County Evaluation and Appraisal Report*, and because of the efforts to re-establish the county's industrial base, which if successful would likely increase the current population growth trend. Those

<sup>6</sup> West Florida Regional Planning Council, URS, and DRMP, *Regional Freight Network Plan Highways of Commerce*, 2010, p. 3-14.

<sup>7</sup> West Florida Regional Planning Council, URS, and DRMP, *Regional Freight Network Plan Highways of Commerce*, 2010, p. 2-7.

studies addressing provisions for expanding Gulf County's industrial base include the *Port of Port St. Joe Master Plan* and the *Regional Freight Network Plan Highways of Commerce*

Florida's growth management legislation encourages local governments to be pro-active in planning for future growth and provide the necessary infrastructure needed to support the projected level of growth. In order to adequately prepare for the anticipated growth and development along the Gulf Coast in Gulf County, improved access is needed between US 98 in Gulf County and US 231 in Bay County. The Gulf Coast Parkway would provide that access.

While this project will add traffic capacity, the purpose stated in section 1.1 does not include added capacity to support future growth as part of the purpose. While growth has slowed in the recent recession, the socioeconomic data used in the Northwest Florida Regional Planning Model (NWFRPM) shows that population and employment growth has slowed only to the point of moving the data out 5 years. What this means is that the 2030 population and employment numbers are now the 2035 numbers and as such, the analysis for the project and the projected growth is still considered to be correct and on track for the horizon year. The conceptual design of the Build Alternatives would provide the traffic capacity needed to accommodate the projected population increases and freight traffic within the study period.

### **Provide a More Efficient Detour Route**

There are a variety of scenarios under which US 98 could be closed to through traffic. Among those is the need to close US 98 through Tyndall AFB for security reasons. These closures could be short or long – term depending on the situation (as was illustrated in July 2013 with the 24-hour closure of US 98 through Tyndall AFB as a result of a drone crash). In addition, if the DuPont Bridge should be damaged or in need of repair, its closure could be lengthy. The existing 50-mile long detour is particularly onerous if made daily over a period of months. The Gulf Coast Parkway would provide a more efficient detour route, reducing the detour distance by potentially 30 miles.

### **Maintain Continuity with Planned Future Transportation Projects**

The proposed Gulf Coast Parkway has been developed to be consistent with existing transportation plans and related transportation improvement projects. The proposed project has been developed to be consistent with existing transportation plans and planned projects. Since the project crosses planning jurisdiction boundaries, portions of the projects may only be included in some plans. Also, due to the project's length it is expected that the improvements would occur in phases. Therefore, in some transportation plans, only certain segments have been identified within the planning period of the specific plan. Other segments may occur later than the planning period, or may occur in another planning jurisdiction's plan.

*Planned Roadway Improvement Projects:* The following *L RTP Needs Projects* were considered during the traffic analysis for the Gulf Coast Parkway.

- SR 22 widening to four lanes from Tyndall Parkway to Gulf Coast Parkway
- SR 22 (East 3<sup>rd</sup> St.) widening to four lanes from SR 30 (US 98) to CR 2327 (Transmitter Road)
- SR 22 (Wewa Highway) widening to four lanes from CR 2327 (Transmitter Road) to SR 30A (Tyndall Parkway)
- SR 30A (US 98) widening to six lanes from SR 22 (Wewa Highway) to CR 2327 (Transmitter Road)

- SR 389 (East Avenue) widening to four lanes from SR 75 (US 231) to CR 28 (11<sup>th</sup> St.) widening to four lanes.
- CR 390 widening to four lanes from SR 77 (Ohio Avenue) to SR 75 (US 231)
- SR 75 (US 231) widening to six lanes from CR 2312 (East Baldwin Road) to CR 388
- SR 75 (US 231) widening to six lanes from CR 388 to Jackson County line
- CR 2327 (Transmitter Road) widening to four lanes from CR 390 to SR 22 (Wewa Highway)
- CR 2301 widening to four lanes from SR 75 (US 231) to CR 388.
- Gulf Coast Parkway Extension new four lane road from SR 75 (US 231) in Bay County to SR 30A (US 98) in Walton County

It should be noted that the proposed project was developed to work in concert with these projects not to supplant them. Further, implementation of these projects without the Gulf Coast Parkway would not provide the all of needed capacity improvements to the transportation network.

### **2.2.3 Improve Security of the Tyndall Air Force Base**

US 98 is a major east-west roadway serving the Gulf Coast region. A large segment of US 98, between the City of Port St. Joe and Panama City, provides the only through route within this region and lies partly within the Tyndall AFB Reservation. When US 98 through Tyndall AFB is closed for any reason, vehicles must travel a detour route approximately 50 miles long to reach their destination. The closing of US 98 is periodically necessary for security purposes at the Tyndall AFB. Any time that a training drone is launched within one mile of the runway, US 98 is closed; for security reasons, they will not release data on the frequency or timing of these launches. There has also been past instances where accidents involving drone or plane crashes have required the Tyndall AFB to close portions of US 98. In November 1996 and again in February 2002 drone crashes occurred. Also in March 2003 there was a plane crash at the Tyndall AFB. Providing an alternate route to US 98 in the Callaway/Springfield area benefits both the Tyndall AFB and the traveling public who would not have to travel an approximate 50 mile detour to reach their destination.

Tyndall AFB submitted a letter indicating that the project would benefit security at the base by providing a suitable alternative route for the public. Tyndall AFB indicated this would significantly upgrade its force protection posture and the safety and security of its personnel and resources, as well as enhance its ability to execute its mission in heightened threat conditions. Therefore, the proposed project would benefit national security by providing a shorter detour route and allowing closure of US 98.

### **2.2.4 Improve Hurricane Evacuation Capability**

Recent hurricane seasons have demonstrated the need for improved evacuation (and recovery) routes and additional route options to accommodate area residents and visitors, particularly in Gulf County where there are limited evacuation routes. A hurricane evacuation analysis was conducted for the proposed project to determine whether the road would provide evacuation benefits to the residents and tourists in the coastal areas of Gulf County and southeast Bay County (see *Hurricane Evacuation Analysis for the Proposed Gulf Coast Parkway*, August 2006, for details on the study). The analysis found that the proposed project would provide evacuation benefits and, therefore, it was included in the purpose and need for the project.

Currently, northbound evacuation of Bay County is by US 231, SR 77, and SR 79. Those residents of southeast Bay County would most likely utilize US 231 or SR 77, depending on the direction the hurricane is expected to take. The only northbound routes in Gulf County are CR 386 and SR 71, both two-lane roads. Those evacuees



using CR 386 must travel to SR 71 then to Wewahitchka. From there, they either remain on the two-lane SR 71 or take SR 22 west to US 231.

For evacuees in southeastern Bay County and coastal Gulf County to reach any of these northbound evacuation routes, they must travel US 98. US 98 is not an acceptable hurricane evacuation route, as it is within the surge zone for a Category 3 or greater hurricane through most of the corridor. Further, the east-west orientation of US 98 does not promote efficient evacuation of coastal residents needing to travel north to seek safe shelter. Evacuation on US 98 to the west requires residents to travel through Tyndall AFB, across the high-level DuPont Bridge, and through the communities of Parker, Springfield, Callaway, and Panama City to reach US 231, a distance of 27.8 miles from CR 386. Evacuation on US 98 to the east requires residents to travel south, across a high-level bridge and through the community of Port St. Joe to reach SR 71, a distance of 9.5 miles from CR 386. Although this distance is shorter and there is less traffic, SR 71 is only a two-lane road that experiences a severe bottle-neck in Wewahitchka. Evacuation up two-lane CR 386, as described above, requires traveling across the high-level Overstreet Bridge, to SR 71 and on SR 71 through the bottleneck in Wewahitchka. Evacuation up two-lane CR 386, as described above, requires traveling across the high-level Overstreet Bridge, to SR 71 and on SR 71 through the bottleneck in Wewahitchka. The route evacuees choose will be based on the location they are evacuating as well as the direction the storm is expected to take.

The hurricane evacuation study, which was based on the *Transportation Analysis Update of the Apalachee and Northwest Florida Hurricane Evacuation Restudies* prepared for the United States Army Corps of Engineers (USACE) and subsequent updated model work prepared for Bay County, found that the Gulf Coast Parkway would reduce evacuation times on SR 71 and US 231 (under contraflow conditions), **Table 2-1** summarizes the results of the study.

**Table 2-1 Worst Case Hurricane Clearance Times (in hours)**

Evacuation Bottlenecks	Existing Road Network (2006)	Year 2032 No Build Alternative	Year 2032 with Planned Improvements & Gulf Coast Parkway (GCP)	Year 2032 with GCP and US 231 Contraflow
US 231 NB at SR 20	25	32	36	28
SR 71 through Wewahitchka	12	14	10	10

Note: Worst case is a Category 4-5 hurricane during high tourist occupancy

Although clearance times for the two northbound lanes of US 231 would increase with the addition of the Gulf Coast Parkway, the clearance times would decrease if US 231 were operated under contraflow conditions (i.e. by temporarily using 3 or 4 travel lanes for northbound traffic). Evacuation times on a contraflow facility, with traffic from the Gulf Coast Parkway, would decrease to four hours less than evacuation times under the No Build Alternative (and eight hours less than would occur with only two evacuation lanes on US 231). It should be noted that LOS volumes on all evacuation routes decrease as evacuation progresses and then recover near the end of the process.

With the considerable percentage of the study area population living along the coast, the Gulf Coast Parkway would be of particular benefit in evacuation, since it provides residents with a third, more direct alternative to reach either I-10 or to continue northbound. Although it also requires a high level bridge that would be subject to closure when sustained winds reach 40 mph, this bridge would not be directly along the coast (perpendicular to the approaching storm) and the approach roadway would be built to maintain the road surface above the storm surge. Therefore, the likelihood the facility will be operational after a direct hit by a hurricane is improved, enhancing post-storm rescue and recovery efforts.



## 2.2.5 Funding and Consistency with Transportation Plans

The proposed project is consistent with the Bay County TPO 2035 LRTP (*Direction 2035 Shaping Our Future*), adopted July 27, 2011. Two segments of the project are identified for design in the Cost Feasible Plan (adopted July 27, 2011) and the Cost Feasible Plan Amendment Report (adopted January 25, 2012): Gulf Coast Parkway from CR 2315 Star Avenue to SR 30A (US 98) and Gulf Coast Parkway from SR 22 Wewa Highway to CR 2315 Star Avenue. However, only the segment from CR 2315 (Star Avenue) to SR 30A (US 98) (Tyndall Parkway) is being advanced to design. All other segments and development phases, identified in the LRTP Needs Assessment Report (adopted December 15, 2010) and the LRTP Needs Assessment Amendment Report (adopted September 28, 2011), are outside of the range of the current Transportation Improvement Program (TIP)/State Transportation Improvement Program (STIP). Supporting documentation for the project's planning consistency is provided in **Appendix O** of the Draft Environmental Impact Statement (EIS). The development and funding schedule for the project segments and phases for the recommended alternative are shown in **Table 2-2**.

**Table 2-2: Gulf Coast Parkway Recommended Alternative Construction Segments and Development Phases**

Work Program Number	Description	Design		Right of Way		Construction	
		Funding Period*	Cost**	Funding Period	Cost	Funding Period	Cost
410981-8	From Star Avenue traveling west 0.7 mile on new alignment to Tram Road, then along Tram Road 0.5 mile, then southwest on new alignment to a new intersection with US 98 (Tyndall Parkway) approximately 1,000 feet south of the existing Tram Road/US 98 (Tyndall Parkway) intersection		\$5.4		\$18.0		\$36.2
410981-7	From SR 22 on new alignment north of and parallel to SR 22 to intersection with Star Avenue		\$8.0		\$1.8		\$53.1
410981-9	From intersection of Star Avenue and Segment 8 of the Gulf Coast Parkway, north along existing Star Avenue for 2.1 miles until it turns to the northwest on new alignment and travels for 2.36 miles until its intersection with US 231.		\$7.6		\$1.8		\$50.9
410981-6	From northern end of approach to proposed bridge over East Bay north on new alignment until it reaches CR 2297. Travels north over existing CR 2297 until it diverges into Old Allanton road/Kenner Road and then continues north over existing Old Allanton/Kenner Road until it intersects with SR 22		\$10.1		\$11.9		\$67.5
410981-5	From southern approach of proposed bridge over East Bay to northern approach of bridge.		\$23.8		\$4.0		\$158.6
410981-4	From intersection of CR 386 with proposed Gulf to Bay Highway west and then northwest along new alignment until the southern approach of proposed bridge over East Bay.		\$7.5		\$8.8		\$50.0
410981-3	From intersection of US 98 and CR 386 north along existing CR 386 for 1.6 miles until the intersection of the proposed Gulf to Bay Highway		\$0.9		\$14.7		\$5.9

\*Funding periods to be determined.

\*\* in million dollars

Planning documents that were reviewed for project consistency include:

Bay County L RTP: The Gulf Coast Parkway, Segment 8 [from US 98 (Tyndall Parkway) to Star Avenue] and Segment 7 [from Star Avenue to US 231] are identified (as Segments 3 and 2, respectively) in the Cost Feasible Plan of the Bay County TPO 2035 L RTP<sup>9</sup>. All other phases, shown in the L RTP Needs Plan will be beyond the five year window of the Cost Feasible Plan.

Gulf County is not part of a TPO or Metropolitan Planning Organization (MPO) but is a partner in the Bay, Gulf, Holmes, and Washington Regional Transportation Partnership. The Gulf Coast Parkway is identified in this Partnership's transportation plan document, adopted April 3, 2006, as a "Regional Transportation Network Conceptual". Further the document states in its Regional Network Criteria that regionally significant transportation facilities exhibit one of more of the following characteristics, all of which are part of the Gulf Coast Parkway's purpose and need:

- Serves the goals of the SIS.
- Facility or service provides for interstate travel and commerce and is important to the economic vitality (tourism) of the region.
- Roadway facility is functionally classified as an arterial roadway or collector.
- Facility serves as a hurricane evacuation or emergency support route.

Transportation Improvement Program (TIP): FDOT is working with the Bay County TPO to modify the recently adopted 2014-2018 Five-Year Work Program to include the design, right-of-way acquisition and construction phases for Segment 8 [from US 98 (Tyndall Parkway) to Star Avenue)], for which federal funding is available. The STIP will be modified to be consistent with the TIP. Preliminary engineering will be identified as occurring in 2014, right-of-way acquisition as occurring in 2015, and construction as occurring in 2016.

State Transportation Improvement Program: Since Gulf County is not within a TPO, transportation improvements within the County are programmed by the FDOT. Because the Gulf County improvements are not scheduled within the 2014-2018 Work Program, they will not show up in the work program until the appropriate five-year program. Those improvements within Bay County are programmed by the Bay County TPO. FDOT is working with TPO to add the preliminary engineering, right-of-way acquisition, and construction phases for Segment 8, to the TIP before adoption of the 2014-2018 STIP in October 2013.

Regional Freight Management Plan – Highways of Commerce: The Regional Freight Management Plan identifies the Gulf Coast Parkway as a future Highway of Commerce because it "would provide higher speed, more efficient alternatives to congested areas, and moreover would divert through traffic away from older, highly urbanized areas not appropriate for heavy truck volumes."

Northwest Florida Transportation Corridor Authority Master Plan (2013): The NWFTCA was created by the Florida legislature to improve mobility in Northwest Florida to promote economic development, enhance traveler safety, improve hurricane evacuation and alleviate traffic congestion. The NWFTCA performed qualitative and quantitative assessment of the projects, including the Gulf Coast Parkway, identified in their Master Plan. Qualitatively the Gulf Coast Parkway received an overall score of 4.35 out of 5.0. Of the 36 projects in the report, four were not evaluated and seventeen ranked the same or lower qualitatively. The quantitative assessment evaluated market and non-market benefits of the projects, including conducting a cost benefit analysis. The Gulf Coast Parkway had a benefit/cost ratio of 2.13, justifying the cost of the project.

Gulf County Comprehensive Plan: The Traffic Element of the *Gulf County Comprehensive Plan*<sup>12</sup> (adopted December 2009, revised 2011) has as Goal 1 maintain, improve and expand a transportation circulation system which provides energy efficiency, reduction of greenhouse gases, safe and efficient movement of goods and

people within and through Gulf County. Objective 1.2 requires that adopted levels of service be maintained on all roadways as new growth occurs. The proposed project would provide additional traffic capacity; thereby meeting the requirement of maintaining levels of service. Policy 1.2.3 specifically addresses the Gulf Coast Parkway by stating “...Gulf County encourages the creation of the Gulf Coast Parkway to improve hurricane evacuation, economic growth and reduce impacts to Tyndall AFB”. It is expected that once a preferred alternative is identified, the project’s alignment will be added to the traffic circulation map of the comprehensive plan.

*Bay County Comprehensive Plan:* The Transportation element states as its vision that the County “Will develop safe, efficient and effective transportation infrastructure that promotes economic development and enhances the environment, quality of life, and aesthetics”. The Objective 4.8 of the Comprehensive Plan also requires the County to maintain LOS standards. The Gulf Coast Parkway is consistent with the County’s vision and policies in that it would promote economic development and would carry some of the traffic on currently congested road segments (i.e. US 98/Tyndall Parkway and US 231). It is expected that once a preferred alternative is identified, the project’s alignment will be added to the traffic circulation map of the comprehensive plan.

*Resolutions:* Resolutions supporting the project during the concept master plan and feasibility phase were received from the Callaway City Commission (Resolution #03-04, dated February 17, 2003), the City of Panama City (Resolution #022503-1, dated February 25, 2003), the Springfield City Commission (Resolution #03-02, dated February 24, 2003), and the Panama City Urbanized Area MPO (Resolution #03-06, dated April 28, 2003), which recommended Corridors A (Alternative 7) or B (Alternatives 9 or 12).

Resolutions and letters supporting the project during the PD&E and alternative alignments analysis phase were received from the Gulf County Commission (November 3, 2009), the Bay County Chamber of Commerce (December 17, 2009), the Bay County Commission (November 18, 2009), the Bay County TPO (resolution BAY 09-47, dated November 19, 2009), the City of Calloway (resolution 09-23, dated November 10, 2009), the City of Springfield (resolution 09-10, dated December 7, 2009), Port St. Joe Port Authority (October 24, 2012), the City of Callaway (November 27, 2012), and Gulf County Board of County Commissioners (February 12, 2013). These resolutions and letters of support can be found in **Appendix C** of the Draft EIS. **Table 2-3** summarizes the reasons for each agency’s position supporting the project.

**Table 2-3: Resolutions and Letters Supporting the Gulf Coast Parkway**

Organization	Document	Agency Position
Department of the Air Force	9/9/02 Letter	Since the events of 11 September, we are constantly reminded of the vulnerability that results from a US highway through the middle of a military installation. The potential of another roadway that could provide a suitable alternative for the public would provide a beneficial security option by allowing the base to close off the existing portion of US 98 when necessary, which would significantly upgrade our force protection posture and the safety and security of Tyndall personnel and resources, as well as enhance our ability to execute missions in heightened threat conditions. The pending F-22 mission underscores the importance of upgrading our force protection posture. Residential or business development immediately along a bypass on the north side of East Bay would not be in conflict with current Tyndall operations.
Panama City MPO (now Bay County TPO)	4/28/03 Letter & Resolution 03-06	MPO recommends (Corridor) Alternatives A or B be selected as the Preferred Alternative and supports appropriation of additional funding that will not take away from funding of the MPO's current Major Project Priorities. Alternative A or B are consistent with the MPO's LRTP for a Tyndall AFB Bypass.
City of Springfield	Resolution 09-10	The City of Springfield request that the FDOT and FHWA select Corridor 17 as it is favored by environmental agencies; reduces traffic on US 98 and increases security to Tyndall AFB; provides the shortest travel times employment and industry in Panama City (including the shipyard in the Allanton Peninsula, the IDC, the new airport, and for tourists); is best for enhancement of commercial and industrial development; and the Allanton Peninsula has already been developed by an airport, shipbuilding industry, the Sandy Creek community and central water and sewer.
City of Callaway	Resolution 09-23	The City of Callaway requests that the FDOT and FHWA select Corridor 17 as it is favored by environmental agencies; reduces traffic on US 98 and increases security to Tyndall AFB; provides the shortest travel times employment and industry in Panama City (including the shipyard in the Allanton Peninsula, the IDC, the new airport, and for tourists); is best for enhancement of commercial and industrial development; and the Allanton Peninsula has already been developed by an airport, shipbuilding industry, the Sandy Creek community and central water and sewer.
Bay County TPO	Resolution 09-47	The Bay County TPO support Alternative Alignment 17 as the preferred alternative because it is consistent with the LRTP which includes the concept for the Gulf Coast Parkway from US 98 in the vicinity of Mexico Beach to US 231, with a future extension to US 98 in Walton County.
Bay County Chamber of Commerce	Resolution 12/17/09 and Letter dated 1/8/10	The Bay County Chamber of Commerce endorses the selection of Alignment 17 because it was endorsed by the Bay County Board of County Commissioners and the TPO and because it would enhance economic development in Bay and Gulf Counties, provide mobility within the regional transportation network, enhance security of Tyndall AFB, provides an additional evacuation route; and is least expensive and is favored by the environmental agencies and provides the shortest route to employment and industry in Bay County.
Gulf County Board of County Commissioners	11/3/09 Letter	Letter indicating that the Gulf County Board of County Commissioners voted to support a resolution in support of the route that would best benefit Gulf County (to be submitted at a later date). The letter further stated that the Commissioners preference is a hybrid plan consisting of Corridor 8 on the southern side of SR 22 and either Corridor 14 or 15 on the northern side of SR 22, which they feel would best address the objectives of the Gulf Coast Parkway (to enhance economic development and to improve emergency evacuation).
Bay County Board of County Commissioners	11/18/09 Letter	Following attendance at the Gulf Coast Parkway public workshop on October 15, 2009, the County Commissioners and staff wrote to express their preference for Alternative Alignment 17 as providing the most benefit to future transportation in Bay County by upgrading Tram Road and Star Avenue and improving the intersection of Tram Road and Tyndall Parkway.

Organization	Document	Agency Position
Port St. Joe Port Authority	10/24/12 Letter	The Port Authority writes that “As Port activity increases adequate roadway access will be critical to its success”. They are asked by potential tenants how close are you to the interstate? They note the Parkway will provide the four-lane connectivity to I-10 that is needed to support freight movements through the port only if a northerly alignment is selected. Therefore, they are requesting FDOT to select an alternative alignment where its northern terminus with US 231 would be north of the existing US 231/Camp Flowers Road intersection. They also requested that FDOT encourage and enable the North Florida Transportation Corridor Authority to undertake a PD&E study for a connection between US 231/Gulf Coast Parkway and SR 77, thereby completing the connection between the airport and the Port of Port St. Joe.
City of Callaway	11/27/12 E-mail	The City of Callaway has spent approximately \$20 million to extend water and sewer utilities along CR 2297 in anticipation that FDOT would consider Alignment 17 the most reasonable route. Therefore, they recommend Alternative 17, and to a lesser degree Alignment 19, as the best option of the City and eastern Bay County.
Gulf County Board of County Commissioners	02/12/13 Letter	Gulf County Board of County Commissioners requested that the FDOT consider an alternative alignment where its northern terminus would connect with US 231 to the north of the existing US 231/Camp Flowers Road intersection (similar to Alternative 15). They believe this proposed route would provide most direct and shortest route to US 231 and most efficiently achieve the nine goals in the purpose and need. They noted that with the economic hardships of the past several years, and with potential creation of 200 jobs at the Port site in Port St. Joe within the next year, they desperately need connectivity to I-10 as it will be the major route for freight movement. With direct access to US 231 and I-10 the economic competitiveness of Gulf County would be greatly enhanced and the Port would receive the boost it needs to become active. The Commissioners also requested that the FDOT enable the NWFTCA to undertake a PD&E study for a connection from the US 231/Gulf Coast Parkway intersection to SR 77, to complete the connection between the airport and the Port of Port St. Joe.

## 2.3 PROJECT ALTERNATIVES

The FDOT has established engineering, environmental, economic and public acceptance goals for the identification of potential alternatives for improving transportation facilities. These goals can be summarized as follows:

- **Engineering:** Improve mobility by reducing travel time, congestion, and improving safety.
- **Environmental:** Preserve, protect, and enhance the natural, physical, cultural, and social environment.
- **Public Acceptance:** Produce a plan that is supported by the public, elected officials, and relevant agencies and that is consistent with the adopted transportation goals.
- **Economic:** Produce cost-effective improvements that assure the overall benefits warrant the overall costs.

No Build, Transportation System Management (TSM), Multi-modal, and Build alternatives were each evaluated considering the aforementioned goals. The alternatives are described below.

### **2.3.1 No-Build Alternative**

The No-Build Alternative would simply leave the existing roadway network in its current configuration. No capacity, intersection, pedestrian, bicycle, or safety improvements would be implemented within the corridor.

The No-Build Alternative has a number of positive attributes. No expenditure of public funds for design, right of way acquisition, or construction would be required. Traffic would not be disrupted due to construction thus avoiding inconveniences to local businesses and residences. There would be no impacts to wetlands, threatened or endangered species. With the No-Build Alternative there is no risk of involvement with potentially contaminated sites. No costs would be incurred due to utility relocation. There would be no direct or indirect impacts to the socio-economic characteristics, community cohesion, or system linkage of the area.

However, the No-Build Alternative option fails to fulfill the project's purpose and need, or meet any of the goals, policies, and criteria of the Bay or Gulf County Comprehensive Plans or the Bay County TPO's LRTP. The lack of a new roadway would not:

- reduce travel time for residents from southeast Bay and coastal Gulf counties to employment centers in Panama City;
- provide a more direct route between US 98 in Gulf County and freight transfer facilities on US 231 in Bay County;
- improve access to Enterprise Zones in Gulf County;
- provide a direct route for tourists traveling US 231 to reach vacation and recreation areas in south Gulf County;
- provide a more direct route from south Gulf County to the new NWFBI Airport;
- ease traffic congestion on the surrounding roadway network, including US 98 (Tyndall Parkway) through Bay County;
- provide an alternative route to US 98 (Tyndall Parkway) in Bay County to US 98 in Gulf County that does not travel through Tyndall AFB; or
- provide an alternative emergency services and hurricane evacuation route.

However, the No-Build Alternative remains a viable alternative and will be evaluated throughout the entire length of the PD&E study along with the Build Alternatives.

### **2.3.2 Transportation System Management Alternatives**

TSM alternatives include those activities that maximize the efficiency of the existing system. Possible options include ride-sharing, fringe parking, the addition of turn lanes, traffic signal timing optimization, and access management measures. While TSM options will be incorporated into the proposed project to

the greatest extent possible, TSM improvements alone would provide little to no contributions to meeting the project's purpose and need.

Much like the No-Build Alternative, the TSM alternative fails to fulfill the needs and goals of the Bay and Gulf County Plans. For all of these reasons, no TSM alternative was considered as a solution for the existing and expected deficiencies to the Gulf Coast Parkway corridor.

### 2.3.3 Multi-Modal Alternatives

Multi-modal solutions to substandard roadways are generally only effective within highly urbanized or constrained corridors. Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options.

Multi-modal options usually serve to move people and since the project study area is mostly rural, there is insufficient population to support multi-modal facilities. Further, multi-modal alternatives do not address the need to improve the economic climate within the study area and multi-modal facilities are inconsistent with the needs and goals of the Bay County 2030 LRTP and the Bay and Gulf County Comprehensive Plans. For all of these reasons, no multi-modal alternative was considered as a solution for the existing and expected deficiencies to the Gulf Coast Parkway corridor.

### 2.3.4 Build Alternatives

There are five Build Alternatives under consideration. Alternatives 8, 14, 15, 17, and 19, are shown in **Figure A-2** and are described in **Table 2-4**. Each alternative will utilize both an urban and a rural typical section depending on the land uses in the vicinity of the roadway. The interim and ultimate road and bridge typical sections are shown in **Figures A-3a** through **A-3d**.

TABLE 2-4 DESCRIPTION OF BUILD ALTERNATIVES	
Alternative	Alignment Description
8	From the intersection of US 98 and CR 386, Alternative 8 follows CR 386 north utilizing the urban typical section to North 15 <sup>th</sup> Street. From there it transitions to a rural typical section, continuing north along existing CR 386 for approximately 3 miles where it deviates from CR 386. Proceeding north on new alignment for a total of approximately 8.5 miles, Alternative 8 crosses the ICWW and Wetappo Creek on a new high-level bridge, and continues north to intersect SR 22 approximately 11.4 miles east of Callaway. From there the alignment travels west along existing SR 22 for approximately 6.5 miles where it turns northwest and then west on new alignment for approximately 5.0 miles to intersect Star Avenue about 0.3 mile south of Tram Road. From Star Avenue, Alternative 8 transitions to an urban typical section which is carried through to both termini locations. The alternative's through movement continues west on new alignment for approximately 0.7 mile to merge with and follow existing Tram Road for approximately 0.5 mile. It then turns west and continues on new alignment to end at a new intersection with US 98 (Tyndall Parkway). Additionally, the less dominant leg of Alternative 8 proceeds north along existing Star Ave. approximately 2.2 miles until the intersection with Nehi Road where it follows mostly along Nehi Road to the northwest to end at a new intersection with US 231 in the vicinity of the existing CR 2321/US 231 intersection.
14	From the intersection of US 98 and CR 386, Alternative 14 follows CR 386 north utilizing the urban typical section to North 15 <sup>th</sup> Street. From there it transitions to a rural typical section, continuing north along existing CR 386 for approximately 3 miles where it then deviates from CR 386 alignment. Proceeding north on new alignment for a total of approximately 8.5 miles, Alternative 14 crosses the ICWW and Wetappo Creek on a new high-level bridge, and continues north to intersect SR 22 approximately 11.4 miles east of Callaway. From there the alignment travels west along existing SR



**TABLE 2-4 DESCRIPTION OF BUILD ALTERNATIVES**

Alternative	Alignment Description
	<p>22 for approximately 2.5 miles where it splits. To connect with US 98 (Tyndall Parkway), the alignment continues west on SR 22 for approximately 4.0 miles where it turns northwest and then west to intersect Star Ave. about 0.3 mile south of Tram Road. From Star Ave., Alternative 14 transitions to an urban typical section and continues west 0.7 mile to merge with and follow existing Tram Road for approximately 0.5 mile. It then turns west and continues on new alignment to end at a new intersection with US 98 (Tyndall Parkway). To connect with US 231, Alternative 14 after splitting from SR 22 proceeds northwest on new alignment for approximately 8.0 miles where it turns to the west and continuing on new alignment, travels south of and parallel to the Port of Panama City IDC and Conservation Boundary. It then transitions to an urban typical section and proceeds northwest to intersect with the planned entrance roadway for the IDC which intersects with US 231.</p>
15	<p>From the intersection of US 98 and CR 386, Alternative 15 follows CR 386 north utilizing the urban typical section to North 15<sup>th</sup> Street. From there it transitions to a rural typical section, continuing north along existing CR 386 for approximately 3 miles where it then deviates from the CR 386 alignment. Proceeding north, on new alignment for a total of approximately 8.5 miles, Alternative 15 crosses the ICWW and Wetappo Creek on a new high-level bridge, and continues north to intersect SR 22 approximately 11.4 miles east of Callaway. From there Alignment 15 has two options depending on the desired terminus. To connect with US 98 (Tyndall Parkway), Alternative 15 travels west along existing SR 22 for approximately 6.5 miles where it turns northwest and then west on new alignment for approximately 5.0 miles to intersect Star Ave. about 0.3 miles south of Tram Road. From Star Ave., Alternative 15 transitions to an urban typical section and continues west on new alignment for approximately 0.7 mile to merge with and follow existing Tram Road for approximately 0.5 mile. It then turns west and continues on new alignment to end at a new intersection with US 98 (Tyndall Parkway). Alternately, from SR 22, Alternative 15 continues across SR 22, traveling north then northwest on new alignment for approximately 14.0 miles, transitioning back to an urban typical section just before it ends at a new intersection with US 231 near Campflowers Road.</p>
17	<p>From the intersection of US 98 and CR 386, Alternative 17 follows CR 386 utilizing the urban typical section to North 15<sup>th</sup> Street. From there, it transitions to a rural typical section and continues north along existing CR 386 for approximately 0.5 mile where it then turns west and travels on new alignment for 3.0 miles. The alignment veers to the north for approximately 2.5 miles and then utilizing a new high level bridge crosses over East Bay and the ICWW. The alignment returns to grade on Allanton Point and continues to the north mostly along existing Allanton/Old Allanton Road until it reaches SR 22. After crossing SR 22, the road would travel north then west on new alignment for approximately 5.3 miles to connect at an intersection with Star Ave. about 0.3 mile south of Tram Road. From the intersection at Star Ave., Alternative 17 transitions to an urban typical section and has two termini locations. The alternative's through movement continues west on new alignment for approximately 0.7 mile until it merges with existing Tram Road. From there it travels along existing Tram Road for approximately 0.5 mile and then turns to the west on new alignment to end at a new intersection with US 98 (Tyndall Parkway). Additionally, the alternative travels north along existing Star Ave. approximately 2.2 miles until the intersection with Nehi Road where it follows mostly along Nehi Road to the northwest to end at a new intersection with US 231.</p>
19	<p>From the intersection of US 98 and CR 386, Alternative 19 follows CR 386 utilizing the urban typical section up to North 15<sup>th</sup> Street. From there it transitions to a rural typical section and continues north along existing CR 386 for approximately 0.5 mile where it then turns west and travels on new alignment for approximately 3.0 miles. The alignment veers to the north for approximately 2.5 miles and then, utilizing a new high level bridge crosses over East Bay and the ICWW. The alignment returns to grade on Allanton Point and continues to the north mostly along existing Allanton/Old Allanton Road until it reaches SR 22. After crossing SR 22, the road has two options. One would turn west to travel on new alignment for approximately 5.0 miles to intersect with Star Ave. about 0.3 mile south of Tram Road. From the intersection at Star Ave., Alternative 19 transitions to an urban typical section, continues west 0.7 mile to merge with and follow Tram Road for approximately 0.5 mile and then turns to the west on new alignment to end at a new intersection with US 98 (Tyndall</p>



TABLE 2-4 DESCRIPTION OF BUILD ALTERNATIVES	
Alternative	Alignment Description
	Parkway). Alternately, Alignment 19 would continue north on new alignment for approximately 6.2 miles where it turns to the west, continuing on new alignment along the south property line of the Port of Panama City IDC and its Conservation Boundary. It then transitions to an urban typical section and turns to the northwest to intersect with the planned entrance roadway for the IDC which intersects with US 231.

At this point in time, based on existing public input, early agency coordination, engineering information and environmental studies, which are currently available for public review, Alternative 17 is currently considered the FDOT recommended alternative. However, FDOT will not make a final recommendation to FHWA on any alternative until all alternative impacts and comments on the Draft EIS and public input resulting from the public hearing have been fully evaluated.

## SECTION 3 EXISTING ENVIRONMENT

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### 3.1 LAND USES

The great majority of the study area is vacant, agricultural land with community development occurring primarily in the vicinity of the project termini and along CR 386. The following describes the land uses encountered by the various alternative alignments as they progress from US 98 in Gulf County to US 98 (Tyndall Parkway) and US 231 in Bay County.

#### Mexico Beach:

As shown in **Figure A-4**, within the City of Mexico Beach, seven distinct land uses were encountered. The three (3) major land uses were Residential-Low Density, General Commercial, and Residential General. The other uses include Roadway/Canal, Public/Recreational, Tourist Commercial, and Tourist Residential.

#### Rural Gulf County:

The primary land uses through the unincorporated portion of the proposed routes in rural Gulf County are Agriculture, Residential and Residential Vacant. The other four (4) land uses encountered are Non-Agricultural Acreage, Institutional, Public/ Semi-public and Retail/ Other. This information was taken from the Gulf County Geographic Information System (GIS) as shown in **Figure A-5**.

#### Rural Bay County:

According to the Zoning Map provided by Bay County GIS, the two (2) major land uses are Conservation Habitation (CSVH) and Agriculture Timberland (AG-2). Also included within the scope of the proposed routes are small portions of Single Family (R-1), Duplex/Manufactured Housing (R-2), Public/Institutional (P/I), Plaza Commercial (C-2), and General Commercial (C-3). This information can be referenced to the map in **Figure A-6**.

#### Panama City:

As indicated by the Bay County GIS map of Panama City provided in **Figure A-7**, the land uses encountered within Panama City include Silviculture, General Commercial, Residential Low Density, Preservation and Public/ Institutional. This area is located along Star Avenue just south of US 231.

#### Springfield:

Four (4) distinct land uses are encountered within the city limits of Springfield. These areas can be referenced in the Springfield Land Use Map provided in **Figure A-8**. The four (4) land uses are General Commercial, Residential, Public/Institutional, and Mixed Use.

#### Rural Calhoun County:

The Calhoun County Property Appraiser's data indicates that the property affected by the proposed alignments is Agricultural, Vacant land as provided in **Figure A-9**.

### 3.2 HYDROLOGICAL FEATURES

#### 3.2.1 Soils

The Natural Resources Conservation Services (NRCS) soil survey information was reviewed for the study area. **Table 3-1** lists the soils present in the study area, together with the applicable Hydrologic Soil Group (HSG), Unified Soil Classification, American Association of State Highway Transportation Officials (AASHTO) soil

classification and depth to seasonal high groundwater table. See **Figures A-10 and A-11**, for the distribution of the soil types.

TABLE 3-1 NATURAL RESOURCES CONSERVATION SERVICE SOIL DATA						
Soil ID & Soil Name		HSG	Unified Soil Classification	AASHTO	Depth to Seasonal High Ground Water Table (SHGWT) Feet (FT)	Hydric/Not Hydric
36	Alapaha Loamy Sand	D	(SM)	A-2	Surface – 0.5	Hydric
1	Albany Sand	C	(SM)	A-2	1.0 – 2.5	Not Hydric
28	Allaton Sand	D	(SP-SM)	A-3	Surface – 0.5	Hydric
40	Arents	B	(SP)	A-3	1.5 – 3.0	Not Hydric
7	Bayvi and Dirego Soils	D	(SM)	A-2-4	Surface – 1.0	Hydric
52	Bayvi Loamy Sand	D	(SM)	A-2-4	Surface – 1.0	Hydric
6	Blanton Sand	A	(SM)	A-2-4	4.0 – 6.0	Not Hydric
23	Chipley Sand	C	(SP-SM)	A-3	2.0 – 3.0	Hydric
60	Croatan, Surrency, and Pantego Soils	B/D	(PT)	A-8	Surface	Hydric
41	Diego Muck	D	(PT)	A-8	Surface – 1.0	Hydric
13	Dorovan-Croatan Complex	D	(PT)	A-8	Surface – 0.5	Hydric
20	Foxworth Sand	A	(SP-SM)	A-3	3.5 – 6.0	Not Hydric
25	Hurricane Sand	C	(SP-SM)	A-3	2.0 – 3.5	Hydric
9	Lakeland Sand	A	(SP-SM)	A-3	-	Not Hydric
39	Leefield Loamy Sand	B/D	(SM)	A-2	Surface – 1.0	Hydric
12	Leefield Sand	C	(SM)	A-2	1.5 – 2.5	Hydric
22	Leon Fine Sand	D	(SP-SM)	A-3	0.5 – 1.5	Hydric
13	Leon Sand	B/D	(SP-SM)	A-3	0.5 – 1.5	Hydric
20	Lynn Haven Fine Sand	D	(SP-SM)	A-3	Surface – 0.5	Hydric
23	Maurepas Much	D	(PT)	A-8	Surface – 0.5	Hydric
16	Ortega Fine Sand	A	(SP-SM)	A-3	3.5 – 5.0	Not Hydric
31	Osier Fine Sand	A/D	(SP-SM)	A-3	Surface – 0.5	Hydric
64	Pamlico, Bibb, Rutlege Soils	D	(PT)	A-8	Surface – 0.5	Hydric
38	Pansey Loamy Sand	D	(SM)	A-2	Surface – 0.1	Hydric
32	Pantego and Bayboro Soils	D	(SM)	A-2	Surface	Hydric
39	Pantego Sandy Loam	B/D	(SM)	A-2	Surface – 1.0	Hydric
27	Pelham Loamy Fine Sand	D	(SM)	A-2	Surface – 1.0	Hydric
50	Pickney Fine Sand	A/D	(SP-SM)	A-2	Surface – 1.0	Hydric
51	Plummer Sand	B/D	(SM)	A-2-4	Surface – 1.0	Hydric
30	Pottsburg Sand	B/D	(SP-SM)	A-3	Surface – 0.5	Hydric
32	Rains Fine Sandy Loam	B/D	(SM)	A-2	Surface – 0.5	Hydric
9	Ridgewood Fine Sand	C	(SP-SM)	A-3	2.0 – 3.5	Hydric
51	Rutlege-Pamlico Complex	D	(SM)	A-3	Surface – 1.0	Hydric
36	Sapelo Sand	D	(SP-SM)	A-3	0.5 – 1.5	Hydric
37	Scranton Fine Sand	D	(SP-SM)	A-3	0.5 – 1.5	Hydric
15	Stilson Sand	B	(SM)	A-2	2.5 – 3.0	Not Hydric
39	Surrency Mucky Fine Sand	B/D	(SM)	A-2-4	Surface – 0.5	Hydric

As shown in the above table, the soils within the study area are classified as HSG A, B, C, and/or D. Descriptions of each of these groups are provided in the **Table 3-2**, shown below. When a soil has a dual group classification (A/D, B/D), the first letter is applicable to drained areas and the second letter is applicable for undrained areas.

TABLE 3-2 HYDROLOGIC SOIL GROUP (HSG) CLASSIFICATIONS	
Hydrologic Group	Description
A	Soils are characterized as having a high infiltration rate with a very high runoff potential
B	Soils having a moderate infiltration rate when thoroughly wet
C	Soils having a slow infiltration rate when thoroughly wet.
D	Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet.

### 3.2.2 Groundwater

The United States Geological Survey (USGS) data for Bay, Gulf and Calhoun counties were reviewed to determine the typical groundwater depth in the vicinity of the corridor, as well as the probable direction of groundwater flow. These two factors could help determine the likelihood of groundwater contamination migrating in the direction of the alternative alignments.

In the northern end of Gulf County the Floridan aquifer is approximately 150 feet below surface level and in the southern end of Gulf County, the Floridan aquifer is approximately 500 feet below surface level. Very little recharge of the aquifer occurs in Gulf County. The majority of the aquifer recharge comes from Washington County where the porous limestone comprising the aquifer is exposed at the surface. The majority of the top layer of soil within Gulf County is undifferentiated sand and clay ranging from approximately sixty feet below surface level at the northern end of the County to nearly 100 feet below surface level at the coast.

The surficial aquifer in this area of Florida is under unconfined, or watertable conditions. It ranges to just below the surface to more than a hundred feet deep. It is the source of potable water to many residences, commercial businesses and communities in the area. There are some ponds in the area that are likely “outcroppings” of the surficial aquifer however most appear to be manmade.

### 3.2.3 Wells

The Northwest Florida Water Management District (NFWFMD) database shows numerous well sites located throughout the project study area. All well locations referenced in the NFWFMD data base are shown graphically in **Figure A-12 and Figure A-13**. Well types within the study area are listed in Table 3-3. The most common well type is domestic of which there are 29. These are drinking water supply wells located on individual properties that are outside of the service area for municipal water systems.

TABLE 3-3 NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT WELL QUANTITIES	
Well (Water) Use	Quantity
SUPERACT	2
Domestic	29
Landscape/ Irrigation	3
Monitor	2
Other	2
Water Supply Restoration	5
Industrial	1
Limited Public Supply	7
Public Supply	2

### 3.2.4 Septic Systems

The GIS databases for Bay, Gulf and Calhoun counties have been reviewed to determine the locations of existing septic systems throughout the project area. Please refer to the attached **Figure A-14** for their approximate locations.

### 3.2.5 Surface Water Features

The full extent of this project is within the St. Andrew Bay Watershed **Figure A-15**. The project study area encompasses several lakes and rivers including Callaway Creek, Boggy Creek, the ICWW, Sandy Creek, and Wetappo Creek. See attached **Figure A-16**. Outside the project study area but within the influence of the project is the Deer Lake Reservoir.

Drainage in the majority of the project area enters East Bay through Callaway Creek, Wetappo Creek, tSandy Creek and their tributaries. A small portion of the study area, in the north, drains into Dear Lake through Bayou George and Bear Creek.

Surface water classifications within and adjacent to the study area include Class I, potable water supplies, for Deer Lake, Bayou George and Creek, and Bear Creek; East Bay and its tributaries are Class II, shellfish propagation or harvesting; and the remaining surface waters are Class III, recreation, propagation and maintenance of a healthy, well-balanced population of fish and wildlife.

### 3.2.6 Floodplains

Both Bay and Calhoun County are largely in the Special Flood Hazard Area or outside of the 100-Year Floodplain. The Special Flood Hazard Area is the land area covered by the floodwaters of the base flood. The base flood is the flood having a one percent chance of being equaled or exceeded in any given year, also referred to as the "100-year flood." However, a large portion of the project area is located within the 100-Year Floodplain in Gulf County. See attached **Figure A-17**.

## SECTION 4 METHODOLOGY

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### 4.1 DOCUMENTATION

A preliminary evaluation of the Gulf Coast Parkway study area was conducted to determine the potential for the project to encounter contamination from properties and operations which handle regulated substances and that are located in the vicinity of the alternative alignments. This evaluation followed the guidelines of the FDOT *PD&E Manual* - Part 2, Chapter 22.

#### 4.1.1 Data Records Search

Environmental Data Resources, Inc. (EDR) provided an evaluation of state and federal regulatory databases for the study area. Specific databases searched are discussed in more detail in the report provided by EDR, which is shown in **Appendix D** and discussed in **Section 7.0**. These were supplemented with the online resources provided by the Florida Department of Environmental Protection (FDEP) and the United States Environmental Protection Agency (USEPA).

#### 4.1.2 Aerial Photographs

The 1953 and 2008 aerial photographs are provided in **Appendix B** and **Appendix C**, respectively. The aerials were reviewed and analyzed to identify any sites that have previously been used in a manner likely to cause on-site contamination. The uses of the parcels within the project vicinity vary throughout the project area. Please refer to Section 3.1 Land Uses of this report for additional information regarding land uses along the various alignments.

### 4.2 CONTAMINATION RATING SYSTEM

There were twenty-seven (27) sites listed in the database near the project area, including orphan sites. Orphan sites are those sites for which insufficient information is available to identify their location. Some of these sites were subsequently located and when appropriate included in the list of potentially contaminated sites. See Figure **A-18** for the locations of the twenty seven (27) sites.

Of the twenty-seven (27) sites listed, only nine (9) were located within 500 feet of the alternatives' proposed right-of-way. Each of the sites was evaluated to assess the risk of the project becoming involved with contamination and each site was assigned a risk rating.

The contamination rating system is divided into four degrees of risk: **No**, **Low**, **Medium**, and **High**. These are explained below. This system expresses the degree of concern for potential contamination problems. Known problems may not necessarily present a cause for concern if: the regulatory agencies are aware of the situation; actions, where necessary, are either complete or are underway; and these actions do not have an adverse impact on the proposed project. The FDOT's hazardous materials rating system is provided below.

- No:** There is nothing to indicate contamination would be a problem. It is possible contaminants could have been handled on the property. All information indicates problems should not be expected. Additional assessment activities are not recommended.
- Low:** The former or current operation has a hazardous waste generator identification number, or deals with hazardous material. Based on all available information there is no reason to believe

the project would have any involvement with contamination. Additional assessment activities are not recommended.

**Medium:** Indications are found that identify known soil and/or water contamination. The problem does not need remediation, is being remediated, or continued monitoring is required. The potential exists that the contamination may impact the project. Additional assessment should be considered.

**High:** There is a potential for contamination problems. Contamination is known to exist and is likely to impact the project. Further assessment activities are recommended after alignment selection to determine the actual presence and/or levels of contamination and the need for remedial action.

DRAFT

## SECTION 5 POTENTIAL CONTAMINATION SITES IN THE STUDY AREA

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### 5.1 STAR AVENUE POTENTIAL CONTAMINATION SITES

#### Express Lane #37

5500 N Star Avenue  
Panama City, FL 32404

This Gas/Retail Station is located 195 feet east of the center line of Star Avenue, approximately 285 feet south of intersection of Star Avenue and US 231. This site is listed in the Leaky Underground Storage Tank (LUST) database (#U003109941) with multiple discharges resulting in soil contamination. The first occurred on 01/14/1991 with the status of CLEANUP REQUIRED; the most current status of cleanup was listed as ACTIVE as of 12/20/04. A second discharge on 10/04/1991 was combined with the first and is also listed as ACTIVE as of 12/20/04. A discharge on 04/05/04 with the status of VERIFIED CONTAMINATION, CLEANUP REQUIRED, was listed as INACTIVE on 04/09/2004. A discharge on 07/15/2005 was reported with an inactive cleanup status as of 08/02/2005. The site became eligible for the Petroleum Cleanup Participation Program on 12/13/1996. There is no evidence that further cleanup has occurred. The site is currently open with one 20,000 gallon tank installed 06/01/2001. Three 10,000 gallon tanks were removed on 07/01/2001.

This site has been included as a site with potential involvement with the project, depending on the alignment alternative selected. The site is 'In Compliance' according to the FDEP's Bureau of Petroleum Storage Systems. Additionally, FDEP issued a letter in March 2009 indicating that the cleanup efforts had been successful and met the State's requirements. Should Alignment 8/17 be selected, verification of the clean-up status may be necessary. Soil testing may be required to identify the location and amount of contamination. Groundwater testing may be required to verify that since the time of discharge the groundwater has not become contaminated.

Although this site has no evidence of remediation having occurred, it is not located within 500 feet of any of the proposed alternatives therefore, this site was assigned a LOW RISK ranking.

#### Triangle Construction Road Building

5437 N Star Avenue  
Panama City, FL 32404

The Fuel User / Non- Retail business is located 318 feet west of the center line of Star Avenue, approximately 650 feet south of intersection of Star Avenue and US 231. A discharge was reported 05/25/1999 in Site Rehabilitation Completion Report (SRCR). Clean-up has been listed as COMPLETED as of 02/17/2005. There are currently no underground storage tanks (UST), with a 1,500 gallon underground tank removed 05/31/1992 and a 3,000 gallon tank removed 11/30/1989. There are currently three aboveground storage tanks (AST), one 1,500 gallon gasoline tank and two 10,000 gallon diesel tanks, in use with no reported discharges.

This site is not located within 500 feet of any of the proposed alternatives; therefore, it has been given a LOW RISK ranking.

#### Thompson Pump

5814 Merritt Brown Road  
Panama City, FL 32404



This privately owned facility is located at 5814 Merritt Brown Road and is approximately 300 feet west of the intersection of Star Avenue and Merritt Brown Road and is within the project area. This site did not register in any of the databases researched. However, because the subject site is located within the study area and the business stores drums of fuel and oil on site it has been included in this report. The site was assigned a LOW RISK ranking based on no evidence of contamination problems and the fact that it is not within 500 feet of any of the alternative alignments.

Majette Tower Sanitary  
5304 Majette Tower road  
Panama City, FL 32404

This previous landfill site was included in the EDR report with a mapped location at the intersection of CR 390 and US 231. However, the actual location is 5304 Majette Tower Road. The landfill was closed in 1987 and is currently an operational golf course. This site is approximately two (2) miles from the closest possible alignments (Alternatives 14 and 19); therefore, it has been assigned a LOW RISK ranking.

Sumpin' Else #2  
5833 North Hwy 231  
Panama City, FL 32404

This site is listed in the FDEP's Bureau of Petroleum Storage Systems, Facility Location Report as a 'Retail Station.' The site is also listed as 'Closed.' This report further indicates that no aboveground or belowground storage tanks are currently located on the site. No documentation regarding any prior violations was found. This site is not located within 500 feet of any alternative; therefore, it has been assigned a LOW RISK ranking.

TABLE 5-1 STAR AVENUE POTENTIAL CONTAMINATION SITES									
Site Name and Address	Facility ID	Contamination Concern	UST Count	AST Count	Facility Type	Facility Status	Storage Tanks	Risk Potential	Proximity to Right of Ways
Express Lane #37 5500 N Star Avenue	9102358	Gas/Diesel	1	0	Retail Station	Open	Yes	Low	7,656' to Alt 8 & Alt 17
Triangle Construction Road Building 5437 N Star Avenue	8626479	Gas/Diesel	0	3	Fuel user/ Non-retail	Open	Yes	Low	6,970' to Alt 8 & Alt 17
Majette Tower Sanitary 5304 Majette Tower Road	9400711	Gas	0	2	Fuel user/ Non-retail	Open	Yes	Low	11,600' to Alt 14 & Alt 19
Thompson Pump 5814 Merritt Brown Road	None	Oil/Gas	0	0	Retail	Open	Yes	Low	4,860' to Alt 8 & Alt 17
Sumpin' Else #2 5805 Hwy 231	850047	Gas	0	0	Retail	Closed	Yes	Low	7,180' to Alt 8 & Alt 17

## 5.2 NEHI ROAD POTENTIAL CONTAMINATION SITES

Tom Thumb #133 (Orphan Site)  
4729 Hwy 231  
Panama City, FL 32404

This Gas/Retail Station is located west of the Nehi Road and US 231 intersection on CR 390. This site was included in the EDR report as an orphan site, but its location has been verified. It has been assigned a LOW RISK ranking as it is adjacent to Alternatives 8 and 17, although no evidence of contamination problems has been found.

Hancock's Cutoff (Orphan Site)

4808 CR 390  
Panama City, FL 32404

This Gas/Retail Station is located west of the CR 390 and US 231 approximately 480 feet west of the center line of Nehi Road and US 231. This site is listed in the Underground Storage Tank (UST) database (#U004030324). Seven (7) UST of varying sizes containing diesel or unleaded gas have been removed from this site. Only two underground 1200 gallon unleaded gas storage tanks remain. These were installed in December 2007. There appear to have been two discharges on 3/24/94 and 12/1/95. As of March 4, 2010, the clean-up work was satisfactorily completed.

This site was included in the EDR report for this project as an orphan site, but it has been located and historical information has been reviewed. Seeing as the site has been remediated, it has been given a LOW RISK ranking due to the potential for low levels of contamination to remain on site and its location of more than 500 feet from the nearest possible alternatives (Alternatives 8 and 17).

Bay County-County Jail Annex

5600 Nehi Road  
Panama City, FL 32404

This County government facility is located 1,417 feet east of Nehi Road, approximated 5,500 feet south of the intersection of Nehi Road and US 231. This site has a 560 gallon underground storage tank which was closed in place on 11/01/1998. There is no documentation of any reported discharges from the tank prior to closure.

This site has been assigned a LOW RISK ranking. It is more than 500 feet from the nearest possible alternative alignments (Alternatives 8 and 17).

Pitts Sand Company

4411 E Hwy 390  
Panama City, FL 32404

This facility is listed on FDEP's Bureau of Petroleum Storage Systems, Facility Location Report as being 'Open.' The report indicates the presence of three (3) AST. The tanks are for the facility's use since the Facility Type is listed as 'Fuel User/Non-retail.' On the inspection reports found on FDEP's OCULUS website, it was noted that the site was in 'Minor Non-Compliance' due to a few areas in the concrete overflow containment area that needed to be repaired and re-coated. The report also listed a valve that needed repair to ensure overflows were not encountered. No spills were noted in the reports. This site is approximately 3,697' from Alternative 8/17.

This site has been assigned a LOW RISK ranking as it is not within 500 feet of any alternative.

**TABLE 5-2  
NEHI ROAD POTENTIAL CONTAMINATION SITES**

Site Name and Address	Facility ID	Contamination Concern	UST Count	AST Count	Facility Type	Facility Status	Storage Tanks	Risk Potential	Proximity to Right of Ways
Tom Thumb #133 4729 Hwy 231 (Orphan Map #3)	9803950	Gas/Diesel	1	0	Retail Station	Open	Yes	Low	1,552' to Alt 8 & Alt 17
Hancock's Cutoff 4808 CR 390 (Orphan Map #3)	8518934	Gas/Diesel	2	0	Retail Station	Open	Yes	Low	1,350' to Alt 8 & Alt 17
Bay Cnty-Cnty Jail Annex 5600 Nehi Road	8733769	Diesel	1	0	County Government	Open	Yes	Low	924' to Alt 8 & Alt 17
Pitts Sand Co Inc. 4411 E Hwy 390	9202662	Gas/Diesel	0	3	Fuel User/ Non-Retail	Open	Yes	Low	3,697' to Alt 8 & Alt 17

### 5.3 US 98 POTENTIAL CONTAMINATION SITES

Dana Suttles Truck Leasing  
1827 Transmitter Road  
Panama City, FL 32404

The Fuel User / Non- Retail semi-truck leasing facility is located 2,365 feet north of the intersection of US 98 and Transmitter Road and 3,340 feet northwest of any of the possible alignments connecting the project to US 98. This site reported a discharge on 07/31/1988. Cleanup was listed in S.R.C.R. as COMPLETE 03/16/2000. This site had a 5,000 gallon and a 10,000 gallon underground storage tank which were removed on 08/31/1988. The site currently has a 12,000 gallon aboveground storage tank with no reported discharges or violations.

The site has been assigned a LOW RISK ranking based on its distance from the project.

Texaco-Sheffields  
3435 E 15<sup>th</sup> Street  
Panama City, FL 32405

This Gas/Retail Station located at the intersection of Transmitter Road and US 98. The site is 2,530 feet from the nearest possible alignment. This site had a discharge reported 12/03/1991 with the cleanup status listed as SA ONGOING as of 10/09/2000. This station had two 6,000 gallon and three 2,000 gallon UST removed 02/01/94. There is one 2,000 gallon underground storage tank listed as closed in place on 10/31/1989. There was one 500 gallon aboveground storage tank removed 08/31/1990.

This site has been assigned a LOW RISK ranking as it is located more than 500 feet from the project.

Citgo Food Store #4021  
1498 Transmitter Road  
Springfield, FL 32401

This Gas/Retail Station is located at the intersection of Transmitter Road and US 98. The site is 2,233 feet from the nearest possible alignment. This site had a discharge reported on 05/27/1999 with the cleanup status reported as COMPLETED on 11/17/2005. The site has three 7,896 gallon UST which were installed on 08/01/1985.

This site has been assigned a LOW RISK ranking as it is more than 500 feet from the project.

Jerry Pybus Electric Inc.  
1327 N Tyndall Pkwy  
Panama City, FL 32404

This Fuel User / Non- Retail site is located at the intersection of Tram Road and US 98. It is located 445 feet from the project alternatives' proposed alignment. This site has not had any reported discharges and has one 8,000 gallon aboveground storage tank. This site has been assigned a LOW RISK ranking based on no reported discharges. It is within 500 feet of the project.

Ace Hardware  
3911 15<sup>th</sup> Street  
Panama City, FL 32404

The site is a privately-owned retail facility located at 3911 15<sup>th</sup> Street (US 98). No information was provided in the EDR report for this location. However, since the site handles regulated materials and is located within 500 feet of project alternatives it has been included as a potential contamination site. A site visit revealed that an aboveground storage tank is located on the subject site and is currently being utilized for the storage of Chlorine. The retail facility also sells/ stores paint and other oil based products.

The site has been assigned a LOW RISK ranking.

TABLE 5-3 U.S. 98 (TYNDALL PARKWAY) POTENTIAL CONTAMINATION SITES									
Site Name and Address	Facility ID	Contamination Concern	UST Count	AST Count	Facility Type	Facility Status	Storage Tanks	Risk Potential	Proximity to Right of Ways
Dana Suttles Truck Leasing 1827 Transmitter Road	8500413	Diesel	0	1	Fuel user/ Non-retail	Open	Yes	Low	3,340' to project alternatives
Texaco-Sheffields 3435 E 15 <sup>th</sup> Street	8626471	Gas/Diesel	1	0	Retail Station	Closed	Yes	Low	2,530' to project alternatives
Citgo Food Store #4021 1498 Transmitter Road	8520484	Gas	3	0	Retail Station	Open	Yes	Low	2,233' to project alternatives
Jerry Pybus Electric Inc. 1327 N Tyndall Pkwy	9803736	Gas	0	1	Fuel user/ Non-retail	Open	Yes	Low	445' to project alternatives
Ace Hardware 3911 15 <sup>th</sup> Street	None	Chlorine/Paint	0	1	Retail	Open	Yes	Low	Adjacent to project alternatives

## 5.4 US 98 MEXICO BEACH POTENTIAL CONTAMINATION SITES

E-Z Serve #4376  
Hwy 98 and 41<sup>st</sup> Street  
Mexico Beach, FL 32410

This Gas/Retail Station is located at the intersection of US 98 and 41<sup>st</sup> Street. This site had a discharge reported 11/29/1988 with the cleanup status listed as 'Complete' as of 1/21/1997. This station had two (2) 8,000 gallon UST that were removed 1/10/96. This site has been assigned a LOW RISK ranking as it is more than 500 feet from the project.

Express Lane #78

3701 E Hwy 98  
Mexico Beach, FL 32410

This Gas/Retail Station is located at 3701 East Hwy 98. The location of the site is 4,715 feet from the nearest possible alignment. However, due to the sensitive nature associated with this type of facility it was included in the study. The station has three (3) 6,000 gallon UST and one (1) 25,000 gallon underground storage tank. A gasoline discharge was documented on 10/30/06 and subsequently remediated. A No Further Action Order was issued by FDEP on April 14, 2008. This site has been assigned a LOW RISK ranking as it is more than 500 feet from the proposed project..

Harmon's Heavy Equipment

Hwy 386 N  
Mexico Beach, FL 32410

According to the Bureau of Petroleum Storage Systems, this facility at one time included an aboveground storage tank that has since been removed. The site status is listed as 'Closed.' No documentation of spills or violations has been located. Although the site is less than 500 feet from the project alternatives, the lack of any evidence of prior contamination and the facility's status as closed, the site has been assigned a NO RISK ranking.

Baxter WWTP – El Governor Motel

CR 386  
Mexico Beach, FL 32410-3325

At one time, this site included a private wastewater treatment facility (WWTF) utilized by the El Governor Motel in Mexico Beach. The facility included a small treatment facility and sludge drying beds on its site located west of CR 386 and north of 15<sup>th</sup> street. Documentation of correspondence between FDEP and the owners of the property begin in May of 1998. The facility appears to have sustained years of operational issues however no documentation of contamination violations is apparent. The facility was approved for abandonment in October of 2002 but according to FDEP records proper abandonment has not been completed. The facility status is 'Closed'. Due to the nature of the facility (wastewater treatment), its closed status, and its distance from the project alternatives, the site has been assigned a NO RISK ranking.

**TABLE 5-4  
U.S. 98 MEXICO BEACH POTENTIAL CONTAMINATION SITES**

Site Name and Address	Facility ID	Contamination Concern	UST Count	AST Count	Facility Type	Facility Status	Storage Tanks	Risk Potential	Proximity to Right of Ways
E-Z Serve #4376 Hwy 98 and 41 <sup>st</sup> St	8500577	Gas	2	0	Retail Station	Closed	Yes	Low	4,715' to Alt 17 & Alt 19
Express Lane #78 3701 E Hwy 98	8944332	Gas	4	0	Retail Station	Open	Yes	Low	4,715' to Alt 17 & Alt 19
Harmon's Heavy Equipment Hwy 386 N	9400720	Diesel	0	0	Fuel User/ Non-Retail	Closed	No	No	240' to project alternatives
Baxter WWTP – El Governor Motel CR 386	FLA0100011	Improper WWTF Operation	0	0	Private WWTF	Inactive	No	No	645' from alternatives

## 5.5 CR 386 WETAPPO POTENTIAL CONTAMINATION SITES

### Break Away Hauling

191 Guilford Drive #05  
Port St. Joe, FL 32456

This Fuel User / Non- Retail site is located 4 miles north of the intersection of CR 396 and US 98. This site is listed in the AST (Aboveground Storage Tank) database as having two 800 gallon vehicular diesel AST that were installed in 2005. No spills were documented on FDEP's OCULUS website however several operational issues were not in compliance as of 12/2007. This site, which is within 500 feet of Alternatives 8, 14, and 15, has been ranked as LOW RISK due to the absence of spills.

### Church of Christ

551 S. Long Street/ 314 Firehouse Road  
Overstreet, FL 32456

This privately-owned facility, located at 314 Firehouse Road, has an existing National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Generic Permit. It is listed as an existing/ active permitted facility for which effluent, reclaimed water or wastewater residual is discharged into the environment and/ or monitoring is taking place. This site has been assigned a NO RISK ranking based on the type of facility and that it is more than 500 feet from any project alternative.

### Hardy's Grocery

Rd 36  
Overstreet, FL 32453

This site, listed as a Fuel User/Non-Retail site, is located north of CR 386 in the Overstreet community. . At one time the site included one (1) belowground leaded gas storage tank. However, the tank has since been closed in place and the site status is designated as 'Closed.' No evidence of any violations was reported in the FDEP's OCULUS database.

Due to the site's status as 'closed' and the lack of any evidence of prior contamination, the site has been assigned a LOW RISK ranking. It is also located more than 500 feet from any project alternative.

Hunt's Country Store

Hwy 386

Port Saint Joe, FL 32456- 9523

This site included one (1) leaded gas underground storage tank and one (1) aboveground storage tank for retail use. Both tanks have since been removed and the facility status is listed as 'Closed'. No documentation of violations was reported in the FDEP's OCULUS database.

Due to the site being within 500 feet of Alternatives 8, 14, and 15, it has been assigned a LOW RISK ranking.

Patrick's Store

Hwy 386

Overstreet, FL 32453- 9523

This retail facility is listed in FDEP's Bureau of Petroleum Storage Systems database as 'Closed.' The site originally included one (1) underground leaded fuel storage tank. The tank has since been closed in place and FDEP's OCULUS database contains no documentation of any violations on the site.

Due to the status of the site, it has been assigned a LOW RISK ranking. It is not within 500 feet of any project alternative.

Division of Forestry - Overstreet

Hwy 386 (Rt 1 Box 350)

Wewahitchka, FL 32465- 9717

This site contained one (1) leaded fuel underground storage tank and one (1) diesel fuel underground storage tank. The tanks have been removed from the site and the site is designated as 'Closed.' The October 2000 site inspection report indicates the potential for migration of contaminants however, no documentation of a violation was shown on FDEP's OCULUS database.

The site is more than 500 feet from the project alternatives; therefore, it has been assigned a LOW RISK ranking.

**TABLE 5-5**  
**CR 386 WETAPPO POTENTIAL CONTAMINATION SITES**

Site Name and Address	Facility ID	Contamination Concern	UST Count	AST Count	Facility Type	Facility Status	Storage Tanks	Risk Potential	Proximity to Right of Ways
Break Away Hauling 191 Guilford Drive #05	9807127 / 100276406	Diesel	0	2	Fuel user/ Non-retail	Open	Yes	Low	446' to Alt 8, Alt 14, Alt 15
Church of Christ 551 S. Long Street	107800526	NPDES (Stormwater)	0	0	Construction Stormwater	Open	No	No	1,585' to Alt 8, Alt 14, & Alt 15
Hardy's Grocery Rd 36	9100847	Fuel	0	0	Fuel user/ Non-retail	Closed	Yes	Low	2,551' to Alt 8, Alt 14, and Alt 15
Hunt's Country Store Hwy 386	8508570	Fuel	0	0	Retail	Closed	Yes	Low	Adjacent to Alt 8, Alt 14, and Alt 15
Patrick's Store Hwy 386	9101234	Fuel	0	0	Retail	Closed	Yes	Low	2,519' to Alt 8, Alt 14, and Alt 15
Division of Forestry – Overstreet Hwy 386 (Rt 1 Box 350)	8521311	Fuel/Diesel	0	0	Fuel User/ Non-Retail	Closed	Yes	Low	4,459' to Alt 8, Alt 14, and Alt 15

## 5.6 OLD ALLANTON ROAD POTENTIAL CONTAMINATION SITES

Panama City Properties (Orphan Site)  
Old Allanton Road and Apaloosa Way  
Panama City, FL 32404

This site, located adjacent to Alternatives 17 and 19, is listed in the AST (Aboveground Storage Tank) database and in the UST (Underground Storage Tank) database as having one (1) 1100 gallon vehicular diesel storage tank that was removed from the site. No other information was available. The site has been assigned a LOW RISK ranking based on its proximity to Alternatives 17 and 19 and the past presence of an underground storage tank.

Should Alternative 17 or 19 be selected further investigation of the site is recommended since the current status is unknown.

Northwest Florida Holdings  
6100 Halter Marine Drive  
Panama City, FL 32404

This privately-owned, ship building facility, located at 6100 Halter Marine Drive, is greater than 500 feet from nearest possible alignment. The site has an existing NPDES Construction Stormwater Generic Permit. The site appeared in the wastewater database as an existing/ active permitted facility for which effluent, reclaimed water or wastewater residual is discharged into the environment and/ or monitoring is taking place.

This site is also listed in the AST (Aboveground Storage Tank) database and has a total of six (6) AST tanks which are utilized for storing diesel, waste oil, unleaded gas, leaded gas, miscellaneous petroleum-based product and other non-regulated substances. Please see **Table 5-6** for additional information.

TABLE 5-6 NORTHWEST FLORIDA HOLDINGS (TANK DESCRIPTIONS)		
Tank Identification	Substance/ Content Description	Tank Size (gallons)
1	Diesel	14,875
2	Unleaded Gas	560
3	Waste Oil	2,000
4	Misc. Petroleum-Based Product	750
5	Leaded Gas	500
6	Other Non-Regulated Substance	1,500

This site has operated off and on for a number of years under various ownerships. The FDEP Hazardous Waste Facility Compliance History report provides a history of compliance violations and corrective actions dating back to July 1998. A warning letter was issued in October of 2003 based on violations documented during a routine site visit in August 2003. The violations included but were not limited to improper hazardous waste training for the facility's employees, improper disposal of hazardous waste in roll-off containers, maintenance of manifest records and weekly inspection records. A Consent Order was issued by FDEP December 8, 2003 based on these violations. By that issue date of the Consent Order, all violations had been corrected but a fee of \$6,537 was owed for the infractions. The fee was received and the Consent Order was closed by April 14, 2004. A subsequent warning letter was issued on January 12, 2006 based on an inspection of the site November of 2005. A second Consent Order was not issued but a penalty of \$6,845 was assessed for the site's violations.



These violations included improper battery storage and recycling methods, inadequate Hazardous Waste Management employee training, lack of secondary treatment around oil storage containers, aisle space between hazardous waste containers and unlabeled storage drums. The fee was paid and violations were corrected by May 30, 2008 when a letter was issued by the FDEP stating that no additional violations had been noted during a site investigation conducted May 19, 2008. A Case Closing Order was issued on July 19, 2008.

In addition, the EDR report revealed that this facility was listed in the TIER 2 database as a facility which stores or manufactures hazardous materials that submit a chemical inventory report. Per the findings of the report, the chemicals that require reporting are: Nitrogen, Oxygen-Compressed, Carbon Dioxide, Diesel Fuel (High Sulfur), Motor Oil, and Gasoline.

This site has been assigned a MEDIUM RISK ranking based on its history of violations. However, the site is more than 500 feet from the nearest alternatives (Alternatives 17 and 19).

Allanton Facility  
13300 Allanton Road  
Panama City, FL 32404

This site, located at 13300 Allanton Road, is also part of the Eastern Shipbuilding Group. It has four (4) AST within a coated concrete berm. The OCULUS database reports that the facility has two (2) AST removed from the site and four (4) AST remaining in service. Tank 1 is a 14,875 gallon vessel containing vehicular diesel, tank 3 is a 2000 gallon waste oil tank, Tank 4 is 750 gallons in size and contains miscellaneous petroleum based product, and Tank 6 is 1500 gallons in size and contains other non-regulated substance.

The EDR report revealed the site is listed with the Aerometric Information Retrieval System (AIRS). According to the report a permit (permit number 0050071006AO) was issued on 5/10/2006 and expires 5/10/2011.. The FDEP's OCULUS database shows operational violations at this site but no discharge.

This site has been assigned a LOW RISK ranking based on known operational violations. However, the site is more than 500 feet from the nearest possible alignments (Alternative 17 and 19).

**TABLE 5-7**  
**OLD ALLANTON ROAD POTENTIAL CONTAMINATION SITES**

Site Name and Address	Facility ID	Contamination Concern	UST Count	AST Count	Facility Type	Facility Status	Storage Tanks	Risk Potential	Proximity to Right of Ways
Panama City Properties Old Allanton Road and Appaloosa Way	9700073	Unknown	1	1	Fuel user/ Non-retail	NA	Yes	Low	Adjacent to Alt 17 & Alt 19
Northwest Florida Holdings 6100 Halter Marine Dr.	FLR000041921	Wastewater, Gas, Waste Oil, and Diesel	0	6	Fuel user/ Non- retail	Open	Yes	Medium	5,320' to Alt 17 & Alt 19
Northwest Florida Holdings Allanton Facility 13300 Allanton Road	50071 (9202141)	Petroleum Products	0	4	Transportation Equipment Retail	Open	Yes	Low	5,320' to Alt 17 & Alt 19

## SECTION 6 PROJECT IMPACTS

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Investigation of the project study area resulted in the identification of twenty-seven (27) potentially contaminated sites. **Table 6-1** provides a list of all the facilities within the study area that have the potential for the presence of contamination.

The first step in the evaluation of the listed sites' potential for involvement with the project was to eliminate those with no potential involvement based on the sites' distance from the proposed right of way of the project alternatives. Only those sites that are located within 500 feet of the proposed right of way of any of the alternatives are included as potentially involving the project with contamination. The inclusion of sites outside of but adjacent to the alternatives' proposed right of ways is based on the assumption that, if groundwater contamination were present, there could be potential for the contaminant plume to migrate into the right of way. Therefore, to protect those working on the project and the environment from contact with contaminated soil or water, those sites within 500 feet of the proposed right of way are included as having potential involvement with the project.

The locations of the twenty-seven (27) sites were compared to the project alternative alignments. Based on the criteria of being within 500 feet of an alignment's right of way, it was determined that nine (9) of the twenty-seven (27) sites are located within 500-feet of at least one of the project alternatives. The nine (9) potential contamination sites are: Baxter Wastewater Treatment – El Governor Motel, Harmon's Heavy Equipment, Break Away Hauling, Hunt's Country Store, Ace Hardware, Panama City Properties, Jerry Pybus Electric Inc., Hancock's Cutoff, and Tom Thumb #133. One (1) site, Hancock's Cutoff has a Medium Risk ranking. Six (6) sites, Hunt's Country Store, Break Away Hauling, Ace Hardware, Panama City Properties, Jerry Pybus Electric, Inc., and Tom Thumb #133 have Low Risk rankings. And, two (2) sites, Baxter WWTP – El Governor Motel and Harmon's Heavy Equipment have No Risk of the project having involvement with contamination. The remaining twenty (20) sites are located more than 500 feet from any proposed alternative.

The alternatives were evaluated for their involvement with the potentially contaminated sites based on the sites having past or present involvement with regulated substances. Those sites within 500 feet of the project alternatives having a No Risk ranking were not included. Since two (2) sites have a No Risk ranking, seven (7) sites, all having a Low Risk ranking, have potential for involvement with the project alternatives. **Table 6-2** summarizes each alternative's involvement with those sites within 500 feet of an alternative alignment.

TABLE 6-1 OVERALL POTENTIAL CONTAMINATION SITES					
Map ID. Number	Site Name	Facility ID	Risk Potential	Operational Status	Proximity to Proposed Right of Ways
1	Express Lane #37	9102358	Medium	In Compliance	7,656' to Alt 8 & Alt 17
2	Triangle Construction Road Building	8626479	Low	In Compliance	6,970' to Alt 8 & Alt 17
3	Thompson Pump	None	Low	n/a	4,860' to Alt 8 & Alt 17
4	Majette Tower Sanitary	9400711	Low	In Compliance	11,600' to Alt 14 & Alt 19
5	Sumpin Else #2	8500547	Low	Closed	7,180' to Alt 8 & Alt 17
6	Tom Thumb #133	9803950	Low	In Compliance	1,552' to Alt 8 & Alt 17
7	Hancock's Cutoff	8518934	Low	Active	1,350' to Alt 8 & Alt 17
8	Bay Cnty-Cnty Jail Annex	8733769	Low	Minor out of Compliance	924' to Alt 8 & Alt 17
9	Pitts Sand Company, Inc.	9202662	Low	Minor Out of Compliance	3,697' to Alt 8 & Alt 17
10	Dana Suttles Truck Leasing	8500413	Low	In Compliance	3,340' to Alt 8 & Alt 17
11	Texaco-Sheffields	8626471	Low	Active	2,530' to Alt 8 & Alt 17
12	CITGO Food Store #4021	8520484	Low	Minor out of Compliance	2,233' to Alt 8 & Alt 17
13	Jerry Pybus Electric Inc.	9803736	Low	In Compliance	445' to Alt 8 & Alt 17
14	Ace Hardware	None	Low	n/a	Adjacent to project alternatives
15	E-Z Serve #4376	8500577	Low	No Further Action	4,715' to Alt 17 & Alt 19
16	Express Lane #78	8944332	Low	In Compliance	4,715' to Alt 17 & Alt 19
17	Harmons Heavy Equipment	9400720	No	Closed	240' to all alternatives
18	Baxter WWTP – El Governor	FLA0100011	Low	Inactive	645' to all alternatives
19	Break Away Hauling	9807127 / 100276406	Low	Major Out of Compliance	446' to Alt 8, Alt 14, & Alt 15
20	Church of Christ	107800526	No	No Data	1,585' to Alt 8, Alt 14, & Alt 15
21	Hardy's Grocery	9100847	Low	Closed	2,551' to Alt 8, Alt 14, and Alt 15
22	Hunt's Country Store	8508570	Low	Closed	Adjacent to Alt 8, Alt 14, Alt 15
23	Patrick's Store	9101234	Low	Closed	2,519 to Alt 8, Alt 14, and Alt 15
24	Division of Forestry – Overstreet	8521311	Low	Closed	4,459' to Alt 8, Alt 14, & Alt 15
25	Panama City Properties	9700073	Low	No Data	Adjacent to Alt 17 & Alt 19
26	Northwest Florida Holdings	FLR000041921	Medium	Active	5,320' to Alt 17 & Alt 19
27	Allanton Facility	50071(9202141)	Low	In Compliance	5,320' to Alt 17 & Alt 19

TABLE 6-2 ALTERNATIVES INVOLVEMENT WITH POTENTIAL CONTAMINATION SITES						
Map ID	Potential Contamination Sites	Alternatives				
		8	14	15	17	19
19	Break Away Hauling	X	X	X		
22	Hunt's Country Store	X	X	X		
25	Panama City Properties				X	X
11	Jerry Pybus Electric, Inc.	X	X	X	X	X
12	Ace Hardware	X	X	X	X	X
7	Hancock's Cutoff	X			X	
6	Tom Thumb #133	X			X	

## SECTION 7 REGULATORY STATUS OF SITES

### 7.1 FEDERAL AND STATE DATABASES

A search was conducted of the project area with the use of EDR and the online resources provided by the FDEP and the USEPA. These resources include the following databases:

TABLE 7-1 REGULATORY DATABASES		
Acronym	Name	Description
<b>FEDERAL RECORDS</b>		
<b>CDL</b>	Clandestine Drug Labs	Listing of clandestine drug lab locations
<b>CERCLIS</b>	Comprehensive Environmental Response, Compensation and Liability Information System	Contains data on potentially hazardous waste sites that have been reported to the USEPA. Listed sites are included on the National Priorities List (NPL) or are being screened for inclusion on the NPL
<b>CERC-NFRAP</b>	CERCLIS No further Remedial Action Planned	Sites that have been removed and archived from the inventory of CERCLIS sites.
<b>CONSENT</b>	Superfund Comprehensive Environmental Response, and Liability Act (CERCLA) consent Decrees	Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites
<b>CORRACTS</b>	Corrective Action Report	Identifies hazardous waste handlers with Resource Conservation and Recovery Act (RCRA) corrective action activity
<b>Delisted NPL</b>	National Priority List Deletions	National Priority List Deletions
<b>DOD</b>	Department of Defense Sites	Federally owned or administered lands, administered by DOD, that have an area of 640 acres or more
<b>DOT OPS</b>	Incident and Accident Data	DOT, Office of Pipeline Safety Incident and Accident data
<b>ECHO</b>	Enforcement and compliance History Online	Integrated searches of United States USEPA and state data
<b>ERNS</b>	Emergency Response Notification System	Records and stores information on reported releases of oil and hazardous substances
<b>FINDS</b>	Facility Index system/Facility Registry System	Contains both facility information and 'pointers' to other sources that contain more detail
<b>FTTS</b>	FIFRA/TSCA Tracking system – FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act) TSCA (Toxic Substances Control Act)	Tracks administrative cases and pesticide enforcement actions and compliance activities
<b>FUDS</b>	Formerly Used Defense sites	Formerly used defense sites where the US Army Corps of Engineers is taking or will take cleanup actions
<b>HIST FTTS</b>	FIFRA/TSCA Tracking System Administrative Case Listing	A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten USEPA regions
<b>HMIRS</b>	Hazardous Materials Information reporting system	Contains hazardous material spill incidents reported to DOT
<b>ICIS</b>	Integrated Compliance Information system	Supports the information needs of the national enforcement and compliance program as well as the unique needs of the NPDES
<b>LIENS</b>		CERCLA Lien Information
<b>LUCIS</b>	Land Use Control Information System	Contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties
<b>MINES</b>	Mines Master Index file	Contains all mine identification numbers issued for mines active or opened since 1971
<b>MLTS</b>	Material Licensing Tracking System	Maintained by the Nuclear Regulatory Commission, contains a list of sites which possess or use radioactive materials
<b>NPL</b>	National Priority List	A subset of CERCLIS, identified over 1,200 sites for priority cleanup under the Superfund Program
<b>NPL LIENS (NPL RECOVERY)</b>	Federal Superfund Liens	List of liens against real property

TABLE 7-1 REGULATORY DATABASES		
Acronym	Name	Description
ODI	Open Dump Inventory	A disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D criteria
PCS	Permit Compliance System	Provides information on companies which have been issued permits to discharge wastewater into rivers
PADS	Panama City Beach (PCB) Activity Database System	Identifies generators, transporters, commercial stores and/or brokers and disposers of PCB's who are required to notify the USEPA of such activities
Proposed NPL	Proposed National Priority List Sites	Proposed National Priority List Sites
RAATS	RCRA Administrative Action Tracking System	Contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the USEPA
RADINFO	Radiation Information Database	Contains information about facilities that are regulated by US USEPA regulations for radiation and radioactivity
RCRA Lg. Quan. Gen.	Resource Conservation and Recovery Act Information	Generate over 1,000 kg of hazardous waste per month
RCRA Sm. Quan. Gen.	Resource Conservation and Recovery Act Information	Generate between 100 kg and 1,000 kg of hazardous waste per month
RCRA TSD	Resource Conservation and Recovery Act Information	Includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste
ROD	Record of Decision	Documents that mandate a permanent remedy at an NPL (Superfund) site
SSTS	Section 7 Tracking systems	Requires all registered pesticide producing establishments to submit a report to the USEPA
TRIS	Toxic Chemical Release Inventory System	Identifies facilities which release toxic chemical into the air, water and land
TSCA	Toxic Substances Control Act	Identifies manufacturers and importers of chemical substances
UMTRA	Uranium Mill Tailings Sites	List of uranium mill tailings sites
US BROWNFIELDS	A Listing of Brownfields Sites	List of brownfield properties addressed by Cooperative Agreement Recipients and Targeted Brownfields Assessments
US ENG CONTROLS	Engineering Controls Sites List	List of sites with engineering controls in place
US INST CONTROL	Sites with institutional Controls	List of sites with institutional controls in place
STATE AND LOCAL RECORDS		
AIRS	Aerometric Information Retrieval System	Listing of Air Resources Management permits, included in FINDS
AST	Aboveground Storage Tanks	Contains aboveground storage tanks
BROWNFIELDS	Brownfield Areas	Abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination
Dibromide Ethylene Data Base (DEDB)	Ethylene Dibromide Database Results	Ethylene dibromide (EDB) is a soil fungant that has been detected in drinking water wells
DRYCLEANERS	Drycleaning Facilities	Drycleaning facilities
ENG CONTROLS	Institutional Controls Registry	Database of all contaminated sites in the state of Florida which are subject to engineering controls
FL Cattle Dip. Vats	Cattle Dipping Vats	Cattle dipping vats
FL Sites	Florida Sites	Summary status report, compiling and revising other lists. Tracks progress of activities s they relate to listed sites
Inst Control	Institutional Controls Registry	Database of all contaminated sites in the state of Florida which are subject to institutional or engineering controls
LUST	Leaking Underground Storage Tanks Incident Report	Contains an inventory of reported LUST incidents
PRIORITYCLEANERS	Priority Ranking list	State-funded program to clean up properties that are contaminated as a result of the operations of a drycleaning facility

TABLE 7-1 REGULATORY DATABASES		
Acronym	Name	Description
<b>SPILLS</b>	Oil and Hazardous Materials Incidents	Statewide oil and hazardous materials inland incidents
<b>State Haz. Waste (SHWS)</b>	State Hazardous Waste Sites	The states' equivalent to CERCLIS
<b>State Landfill (SWF/LF)</b>	Solid Waste Facility Database	Contain an inventory of solid waste disposal facilities or landfills
<b>TIER</b>		Listing of facilities which store or manufacture hazardous materials that submit a chemical inventory report
<b>UST</b>	Underground Storage Tank Database	Contains registered underground storage tank facilities
<b>VCP</b>	Voluntary Cleanup Sites	Listing of closed and active voluntary cleanup sties
<b>Wastewater</b>	Wastewater Facility Regulation Database	Domestic and industrial wastewater facilities
<b>TRIBAL RECORDS</b>		
<b>INDIAN LUST</b>	Leaking Underground Storage Tanks on Indian Land	LUSTs on Indian land in Florida, Minnesota, Mississippi and North Carolina
<b>INDIAN RESERV</b>	Indian Reservations	Map layer portrays Indian administered lands that have an area equal to or greater than 640 acres
<b>INDIAN UST</b>	Underground Storage Tanks on Indian Land	Underground storage tanks on Indian land
<b>EDR PROPRIETARY RECORDS</b>		
<b>Manufactured Gas Plants</b>	EDR Proprietary Manufactured Gas Plants	Includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers

Those sites listed in the EDR Inc. report as having a potential for contamination or having had contamination in the past were further investigated by conducting a site visit. The site visit included investigation of the area around each site for several factors, listed below, and required by the PD&E Manual.

Ground staining  
Standing liquids  
Odors  
Sink holes  
Drums  
Containers  
Ventilation pipes  
Transformers  
Monitoring wells  
Septic tanks  
Underground lines

The review of each site was recorded on field data sheets, which are provided as a part of **Appendix E**.

## SECTION 8 CONCLUSION AND RECOMMENDATIONS

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All alternatives have involvement with potentially contaminated sites. Alternative 8 has the potential for involvement with six (6) sites and Alternative 17 has the potential involvement with five (5) sites. Alternatives 14, 15 and 19 have potential involvement with four (4) sites and Alternative 19 has the potential for involvement with the least number of sites with three (3). All Alternatives have the potential for involvement with Jerry Pybus Electric and Ace Hardware, both Low Risk sites. Jerry Pybus Electric, Inc. has one (1) 8,000 gallon aboveground storage tank. Although this site has on no reported discharges, it was assigned a low risk ranking based on its being within 500 feet of the project alternatives. Ace Hardware, also located within 500 feet of the project alternatives, sells/mixes paint and other oil based products and has an aboveground storage tank, containing chlorine.

Alternatives 8 and 17 are the only alternatives with the potential for involvement with Tom Thumb #133 and Hancock's Cutoff, a Medium Risk site. Tom Thumb #133 is a gas retail station located west of the intersection of Nehi Road and US 231 on CR 390. It has been assigned a LOW RISK ranking as it is adjacent to terminus of Alternatives 8 and 17, although no evidence of contamination problems has been found. Hancock's Cut-off, also a gas retail station is located west of the center line of Nehi Road and US 231. There were two separate discharges on 3/24/94 and 12/1/95. As of March 4, 2010, the clean-up work was satisfactorily completed, including removal of seven (7) UST removed. Two 1200 gallon UST, installed in December 2007, are in service. Although the site has been remediated, it has been given a MEDIUM RISK ranking due to the potential for low levels of contamination to remain on site and its location of less than 500 feet from Alternatives 8 and 17.

Alternatives 8, 14 and 15 have the potential for involvement with two (2) Low Risk sites: Break Away Hauling and Hunt's Country Store. Hunt's Country Store had one (1) leaded gas underground storage tank and one (1) aboveground storage tank which have been removed. Although no documentation of violations was reported in the FDEP's OCULUS database, since the site is within 500 feet of Alternatives 8, 14, and 15, it has been assigned a LOW RISK ranking. Break Away Hauling has two (2) 800 gallon vehicular diesel AST that were installed in 2005. No spills were documented on FDEP's OCULUS website however several operational issues were not in compliance as of 12/2007. Therefore this site, which is within 500 feet of Alternatives 8, 14, and 15, received a LOW RISK ranking.

Alternative 19 (and Alternative 17) would have involvement with Panama City Properties, which is known to have had both an AST and a below ground storage tank, but no other information regarding the status of these tanks was available. Since this site is adjacent to Alternatives 17 and 19 it was assigned a Low Risk ranking.

The State of Florida has evaluated the proposed right of way and has identified potentially contaminated sites for the various proposed alternatives. Results of this evaluation will be utilized in the selection of a preferred alternative. When specific alternatives are selected for implementation, a site assessment will be performed to the degree necessary to determine levels of contamination and, evaluate the options to remediate along with associated costs. Resolution of problems associated with contamination will be coordinated with appropriate regulatory agencies and, prior to right-of-way acquisition, appropriate action will be taken.

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